DESIGN & ACCESS STATEMENT

Upper New Street

Barnsley

Planware Ltd

March 2017

Version 1

Document Control Sheet

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1. Introduction

1.1 This Design and Access Statement has been completed in accordance with the requirements of Government Circular 01/2006 – Guidance on Changes to the Development Control System, Section 3, and is based on the best practice guide issued by CABE – Design and Access statements – How to write, read and use them – published in 2006.

1.2 This statement has been prepared in support of an application submitted by McDonald's Restaurants Ltd for a new single storey "Drive Thru" McDonald's restaurant (Class A3 / A5) with a proposed total site area of 4,715sqm at the land at the junction of Thomas Street and Upper New Street, Barnsley.

1.3 This statement explains the design principles and concepts that have informed the development and how access issues have been dealt with.

1.4 The development comprises a modern freestanding single storey McDonald's restaurant with Drive-thru, car parking, landscaping and associated works. Provision is made for take away customers, both from the counter and from the drive-thru lane.

2. Context

Site Analysis

2.1 The site is located on the junction of Thomas Street and Upper New Street, Barnsley. The site increases in gradient from west to east, with an existing retaining wall lining its perimeter to the south.

2.2 The site is an existing car park on a gateway site into the town. The landscaping scheme submitted alongside with application adds an aesthetic element to the north east of the site, adding to the character and importance of this gateway site.

2.3 Surrounding uses are predominantly retail and commercial. These uses include Bullers Automotive, H&M Revenue and Customs, Mach Recruitment, Citizens Advice Bureau and Alhambra Shopping Centre.

(***Indicative site layout)***

2.4 Access to the site will be via the existing site access. This will follow through to the proposed car park and drive thru lane. The drive thru lane extends to the east and south of the building.

The southern end of the building also provides two ‘grill bays’ which allows customers to park whilst their meal is prepared to ensure the drive thru lane works efficiently.

2.5 The more significant use adjacent to the site is the former Gala Bingo hall; it is around two storeys in height. Opposite the proposed site is a large Morrisons supermarket.

2.6 Overall, the overarching aim of this proposal is to generate a sustainable and viable use in an attractive and accessible location. By redeveloping this site, we are generating a functional use which aids the attractiveness of the surrounding area and benefits the community, providing employment.

Social and Economic

2.1 The proposed McDonald’s restaurant is expected to employ over 65 full and part time staff adding to the social and economic offering in the area. With the exception of the management team, almost all of these will be recruited from the local community. Additional information on employment and training can be found in the Planning Statement.

2.2 Jobs and investment locally would make a positive contribution to the social and economic value of the area.

2.3 We set out below those policies that require consideration in relation to this statement.

Policy Context

Barnsley Core Strategy (September 2011)

2.4 The Core Strategy sets out the key elements of the planning framework for Barnsley, and the approach to its long term physical development to achieve the Council’s vision of what sort of place Barnsley wants to become.

Policy CSP 29 Design

2.4 High quality development will be expected to respect ad take advantage of the distinctive features of Barnsley which includes topography, important habitats, and heritage and townscape character, particularly in and around Barnsley Town Centre. Development is expected to contribute to place making, transform the character of physical environments, contribute towards creating an attractive and sustainable neighbourhood and enable all people to gain access safely and conveniently.

2.5 Materials chosen for the restaurant are durable, robust and sustainable. The colour palette comprises of subtle neutral and natural colours such as khaki green and anthracite grey. The use of durable and neutral materials helps blend the building into its surroundings. Furthermore, the buildings scale, function and its orientation has been designed to sit comfortably within the

sites parameters, contributing to place making and maintaining the character of the surrounding environment. In light of this, the proposal is compliant of Policy CSP 29 Design

3 Overall Evaluation and Design Development

Design concept and Principles

3.1 The restaurant has been designed with the customer in mind. The design, orientation and layout of the building has been designed to ensure maximum security, efficiency and durability.

3.2 Accessibility to the development will be via the existing access road. Accessible parking has been located closest to the entrance of the building, and car parking spaces will be utilised during delivery times (which take place during quiet periods of the day).

3.3 A fast forward lane has been included as part of the development. This allows the drive thru lane to operate effortlessy and efficiently. Customers will be able to wait within the designated bays for their food to ne prepared. This allows the drive thru lane to continue to operate.

3.4 Cycle provision has been located on the patio area of the restaurant to accommodate those who wish to cycle to and from the restaurant.

An indicative site layout can be seen below:

3.5 The overall layout of the restaurant has been informed by the surrounding uses and area of the site, to provide an attractive, integrated restaurant.

3.6 The proposal utilises the subtle use of khaki green and Italian walnut and natural stone colour palette to help the restaurant integrate with its surrounds, therefore not being detrimental to the character or setting of the surrounding area.

4 Proposed Scheme

Introduction

4.1 In considering the design principles for this development, McDonald's design team have taken into account the site specific design background of the local environs; the proposed use of the building as a restaurant; the amount of development proposed in relation to the surroundings; how the layout proposed fits within the urban grain; how the scale of the proposal sits within the site and relates to the urban form in the surroundings; and the overall appearance of the scheme including the soft landscaping proposed.

4.2 We consider each of these below using the headings and guidance provided by CABE. A holistic design approach has been adopted for this restaurant. Whilst we comment on the process under the headings identified, there is of course substantial crossover between them.

Use

4.3 The footprint of the building has been designed to meet operational requirements as a freestanding McDonald's restaurant, both for customers to eat within or outside of the building, or to take away from the premises.

4.4 McDonald's Restaurants have long been considered one of the major influences in the quick service industry, constantly re-inventing themselves to the ever-changing public and social values/needs. Whilst not a planning issue, the proposed interior of restaurant will provide a distinct modern feel with the exterior of the building reflecting this change in retailing. The customer seating area comprises 140 covers for visitors to eat their meals within a relaxed modern environment. The dining area will include a variety of seating types and table sizes tailored to the customers' needs.

Amount

4.5 The internal customer seating area has been carefully considered in relation to the predicted peak trade levels expected at the store. This floor space has a direct inference on the number of parking spaces required and the size of the kitchen thus predetermining set features of the development proposal. These requirements can then be assessed against the considered site judging if such a location is suitable for the proposed operation of the restaurant from the outset.

4.6 If the initial volumetric design considerations all work and meet the operational requirements of McDonald's, the proposed detailed design and planning work begins.

4.7 The "amount" of development proposed, (based on the operational characteristics of the specific restaurant) is then tailored to the site specific circumstances and the retail hierarchy of

the surrounding commercial developments, all of which results in the final "amount" and volume of the proposed development.

Layout

4.8 The layout of the site is again partially controlled by the operational requirements of the new store but of course the local circumstances and location of the site in relation to the surrounding area is key to the success of this proposal.

4.9 The layout considerations of the drive-thru lane and the entrance to the store need to be carefully considered in relation to access and organisation within the site, resulting in the final layout selected. The key layout influence on the final design has therefore been the location of the building within the subject site. This influences the remainder of the built form, from car parking and landscaping to bin stores.

4.10 Whilst the effective operation of the restaurant is key for both customers and McDonald's, location and orientation of the building within the site is finitely controlled by the surrounding uses, built form and local environs.

4.11 The proposed building has a distinctive glazed customer area which has been orientated to address the main frontage of the site. This allows views into the bright and lively customer area providing and adding to the local urban form with the key active frontage. Servicing is located on the ground floor with a comfortable and spacious dining area.

4.12 Each of the subservient design considerations take their lead from the location of the building and the surroundings and have direct influence on the final layout proposed. These include:

- The bin store has been located within an enclosed area away from locations where they could be perceived to have an adverse impact on neighbours.
- Disabled parking, Part M Building Regulations, has been located as close as possible to the pedestrian entrance to the building providing flush and level curbs.
- The patio has been located as close to the restaurant entrance as possible in order to limit the distance people carry trays.
- Safety barriers have been included in potential conflict areas within the development separating vehicle movements and pedestrians.
- Car park lighting and railings segregating outside seating areas are proposed. This assists in providing a safe local environment for both adults and children.
- Easy and logical layout for customers using the drive thru lane with clear directional signage.

- This application includes the introduction of a fast forward lane, which will allow for a customer to pull forward to a third booth, if there is a small delay in the order, rather than

driving through to the Grill Bays. This allows the traffic flow to be retained through the drive thru lane.

- An external play area, which will sit on the existing patio area, with facilities for younger customers to climb and explore. The structure is 3.5m high with a standard implementation footprint of 19.2m^2

4.13 Each of the above factors has been considered and, where necessary, the scheme has been revised to provide the final layout presented

4.14 A pedestrian access point has been introduced from the existing adjacent Hotel site to ensure the safe passage of pedestrians from the surrounding footpath network to the restaurant entrance and patio area, this will assist the customers who have arrived on foot, by bicycle and car.

Scale and Appearance

4.15 We have detailed above how the size of the store is determined, thus the scale of the final design has a direct relationship to the size of the restaurant proposed.

4.16 The following describes the processes taken to select the final detailed design of the building. This complies with the CABE guidance requirements "to explain what a person applying for planning permission wants the place to look like and why". Contrary to common misconception the object of "appearance" in a design and access statement is to explain how it will be achieved, not why the selected final design is better than others. Nor is it to comment on the style of development selected.

4.17 There are two main considerations that influence the proposed design of the store:

- Corporate image
- Surrounding urban form

4.18 There is no doubt that corporate image plays an important role in the design characteristics of the building.

4.19 The restaurant and use proposed aims to create and reinforce McDonald's new brand environment for customers and visitors which attracts people to McDonald's Restaurants. That said, other design considerations have also influenced the building.

4.20 McDonald's have developed a wide variety of buildings during the past 35 years and their style is constantly evolving to reflect changes in architectural style and influence. While the company respect the heritage of their older buildings and the association of that built form with their brand, the style and methods of construction allow future alterations and modernisation of stores to be made over time. The proposed building carries forward this view and whilst

reminiscent of McDonald's past architecture the proposed building has evolved to better integrate with the surroundings and reflect a new contemporary pallet of high quality materials. Integration does not of course mean that the building should echo the surrounding built form, but compliment that which is present and still fit with the urban grain.

4.21 In keeping with the holistic design approach, the pallet of materials selected for the building are modern and directly connected to the brand message. Colours proposed are natural and neutral, and materials used are particularly high quality and natural as far as is practical. By using khaki green, timber effect aluminium and natural stone colours the aim is to achieve a subtle natural feel to the building. The materials are a combination of timber effect, contemporary grey block and Italian walnut panels all of which will provide both durability and future flexibility.

4.22 Balancing the palate of materials; the operational requirements of the building; the amount and mass of development proposed; architectural history of the brand and integration into the surrounding built environment, the design has manifested itself into a single storey building with feature elements such as the Italian Walnut cladding. The verticality is expressed at the corners of the building by utilising a mix of vertical timber effect aluminium battens and dark grey engineering brick, adding to the buildings presence and bringing the design down to ground. The mix of solid and louvered elements enhances the building diversity whilst allowing creative use of sunlight during the daytime and feature lighting at night to create interesting shadows along the elevation.

4.23 Wall elevations are simply treated using a mixture of walnut effect solid core laminate panels, with dark grey engineering brick below. The horizontal break and stacking of materials between the proud vertical feature corners further expresses the horizontality of the building, reinforcing and complimenting the linear form of the roof above.

4.24 Glazing has been used extensively within the building design to provide maximum active frontage and allowing the operational nature of the building to be read and understood by all. The dining area is predominantly surrounded by glazing to take benefit of natural light, as are the staff rest areas. Glazing to the drive thru elevation at each service point allows customer/staff interaction and perfectly identify each position at which customers must stop.

4.25 Internally, the design concept is to create a bright, lively, modern and contemporary feel for visitors to the restaurant. The proposed design achieves this through the colours and materials used. This in turn echoes McDonald's brand image of a modern restaurant facility, achieving the design goals of the restaurant.

Security

4.26 The building has been designed with natural security and surveillance in mind, so far as is reasonably practicable. The dining area benefits from extensive areas of glazing which allow views both into and out of the building, promoting natural surveillance by customers and staff alike. The drive thru lane is operated via staff located in three service windows, thus covered by natural surveillance. In order to extend the use of natural surveillance as far as possible, the non-drive thru elevation has also been designed with windows in the staffroom area. Whilst providing good quality space internally and natural light, the volume of glazing adds further natural surveillance around the site.

4.27 The building footprint and site has been designed to minimise any potential hiding spaces and lighting proposed has been designed to avoid any dark spots.

4.28 Lighting is provided throughout the car park, drive thru function and approach to the building for the duration of the stores trading hours after dusk and before sunrise.

Landscaping

4.29 Landscaping is an integral element of the design of any McDonald's store. The design philosophy of the landscaping reflects that of the building adding a modern and contemporary twist to the site appearance. Whilst this may not be reflective of the surroundings, the design approach selected will create an interesting and vibrancy of style, forming a location of outstanding character.

4.30 In the past many drive-thru restaurants have followed the trend set by large commercial out of town retail parks enclosing the site with a variety of generic plants, rocks and mixed hard landscaping across the subject site resulting in a generic out-of-centre feel. The proposal here is different and makes a statement.

4.31 The landscaping proposed at this store is modern. It is influenced and integrated with the design of the building and the resulting effect compliments the modern feel to the whole site. The materials used have been specifically limited to achieve this design style including the planting pallet and materials used in the hard surfacing, the patio area and outside seating. Reference is taken from the building and the materials used in its design. This assists in providing a link from the external environs to the internal design of the store, and confirms the holistic approach.

4.32 McDonald's will employ local contractors to maintain and manage both hard and soft landscaped areas on a regular basis. The overall external appearance of the store is an important element and maintains and adds to the customers' experience, and ultimately to the success of the restaurant.

Noise & Acoustics

4.33 As described above, the building is designed to incorporate a roof level plant zone which is fully screened around its perimeter, thus reducing at source and operating noise levels from the external plant.

5 Sustainability

Design and Materials

5.1 The design of the new building has been directly influenced by the solar path. The height of glazing and depth of the design elements have both been developed to allow deep penetration of light into the space by low level winter sun and limiting the high, hot summer sun. This design is also benefited by internal light sensor control of the dining areas lighting which automatically switch off lights that are not required.

5.2 In addition to the controlled use of sun light, the areas of glazing to the elevations have been designed to maximize natural light into the back of counter areas. Whilst views into some of these areas is not necessarily desirable, and there are others that are 'locked' within the building.

5.3 In addition to the 100% renewable electricity supply, all restaurants have a sophisticated building management system to operate lighting, heating and air conditioning. Low energy LED lighting systems form part of each new restaurant.

5.4 McDonald's kitchen appliances have standby reminders and the company have introduced a metering system which measures the amount of electricity used in half hour intervals throughout the day. Restaurant Managers receive daily graphs to help them make energy saving adjustments. Since 2007 McDonald's has reduced the amount of energy used per customer by over 22%, equating to a saving of over 60,000 tonnes of CO2 per annum, and they are continuing to make investments in energy savings.

5.5 Materials for the building have been selected to provide the required aesthetics combined with maximum durability and robustness. Whilst it could be argued that there is embodied energy absorbed into some of the products selected, it is envisaged that the requirement for replacement, maintenance and repair will be minimal during the building lifecycles, thus providing a good low level of energy input over the whole lifecycle.

5.6 McDonald's have developed a European wide approach to sustainable development closely linked to the European Union's ambitious "20/20/20 by 2020". The EU initiative can be summarised to:

- Reduce overall green-house gas emissions to 20% below 1990 levels by 2020;
- Increase the share of renewables in energy use by 20% by 2020;
- Increase energy efficiency by 20% by 2020.

5.7 McDonald's have assessed their existing restaurants with environmental and energy consultants ECOFYS to investigate improved performance of the existing and new restaurant

buildings. This has resulted in McDonald's setting Green building guidelines. This is a McDonald's European initiative and some elements are less appropriate to the UK, for example, solar impact reducers.

5.8 Initially a benchmark for existing stores was established and standards set for remodelling existing stores and new buildings which are referred to as ‘silver’ and ‘gold’ standards.

5.9 The silver standard was the original minimum requirement for refurbishing existing restaurants and proposed new stores and was the original mandatory target for all stores. This includes:

- Lighting - rationalisation of lighting and reductions in required lux levels, including replacement of any tungsten filaments with compacts; installing sensor and photo controlled lighting both within and outside of the buildings. This includes re-lamping existing stores with the most energy efficient lamps available for the existing fittings.

- Water - Auto shut-off taps fitted to wash-hand basins in addition to flow control limited to 6l/min; replacement of urinals with waterless units and flush reduction measures fitted to cisterns where possible (5l flush). In addition systems are leak checked with hot water temperatures reduced to a maximum of 60 degrees C. Pipes are checked for missing insulation.

- HVAC - Automatic closures fitted to all internal doors and draft-proofing fitted or repaired to all doors and windows, including the use of energy save reminder stickers in the back of house area. Fan units are controlled so that they are not required to run when ventilation is not required and room sensor positions are checked and moved if necessary.

- Refrigeration - Improved air circulation provided to freezers where possible and "door open" alarms fitted to freezer/chillers.

5.10 The silver standard has now been superseded and application of the McDonald's gold standard is now the minimum requirement for refurbished stores and new builds. The gold standard includes measures outlined in the silver standard above in addition to the following:

System optimisers - minimum two of the following three items to be installed

- Centralised electronic control panel for management of HVAC; extract fans; and internal and external lighting (including signs) all based on time, temperature and light levels;

- Gas condensing boiler with 90% energy efficiency. Electric only if gas not available;

- Heat recovery fitted to HVAC to provide minimum 50% of dining area demand;

- System economisers - All of the following are being considered as part of a rolling review and will be tested in the near future, unless restricted by local regulation -

- Power factor correction equipment fitted minimising reactive energy consumption;
- WC's fitted with duel flush of 4.5l and 3l flushes (unless external drainage requires greater volume);
- Monitors fitted to plant with EFF1 rating;
- Variable speed drives fitted to HVAC plant.
- Solar impact reducers (where average daytime temperature (May to September) exceeds 24 degrees, the following are fitted as standard -
- Sun-shades to roof-top HVAC;
- 50% solar energy rejection and 90% infra-red rejection film fitted to all windows and screens.
- Consumption reducers - fitted on a site by site basis -
- Economiser fitted on HVAC to optimise "free heating/cooling";
- 90mm thick insulation panels fitted between grills and reach-in freezers;
- Natural light to back of house via windows or "light tubes";
- Install voltage control equipment where supply exceeds required voltage.

Refuse and Recycling

5.11 The McDonald's Waste Management Strategy is based upon the hierarchy: Design, Reduce, Reuse, Recycle and Disposal. Waste minimisation is promoted, for example, through the re-design of tray liners and specifying the use of light-weight bin liners. Food wastage is minimised through the use of a computer system that monitors the amount of food served at given times of the day, resulting in the more accurate preparation and ordering of stock. The use of recycled products such as kitchen towels and toilet rolls is promoted throughout all restaurants. McDonald's also reuses delivery packaging wherever possible in accordance with food safety laws. An example of this practice includes the reuse of delivery trays for buns, muffins and milkshake mix. In terms of recycling, all restaurants aim to recycle 100% of their corrugated cardboard, which in itself accounts for 30% of a restaurant's average total waste. With regard to the packaging itself, 72% of all cardboard packaging consists of industrial recycled paper. Moreover, items such as drink carriers, bags, napkins and toilet paper are made from 100% post-consumer material.

6 Access

Guidance and Consultations

6.1 The following guidance documents have and will be referenced to in the development of the scheme:

- Approved Document M of the Building Regulations, The Stationery Office,2004
- BS 5588 Part 12:2004 Fire Precautions in the Design and Construction of Buildings: Managing fire safety British Standards Institution
- BS 5588 Part 8 Fire Precautions in the Design and Construction of Buildings: Means of Escape for Disabled People, British Standards Institution, 1999
- BS 8300:2001(incorporating Amendment no 1) Design of buildings and their approaches to meet the needs of disabled people – Code of practice, British Standards Institution, 2001
- Building Sight, Peter Barker, Jon Barrick and Rod Wilson, RNIB/HMSO, 1995
- Design and access statements How to write, read and use them The Commission for Architecture and the Built Environment (CABE), 2006
- Designing for Accessibility, CAE/RIBA Enterprises, 2004
- Equality Act 2010 including the relevant Codes of Practice
- Emergency Lighting and Wayfinding Systems for visually impaired people, BRE Information Paper, Webber, G M B, and Cook, G K, August 1997,
- Good Loo Design Guide, CAE/RIBA Enterprises, 2004
- Good Signs - Improving signs for people with a learning disability, Disability
- BS EN 81-70 Accessibility to lifts for persons including persons with disability rights
- Guidance on use of tactile paving surfaces, Department of Transport (DfT), 1998
- Inclusive Mobility: A guide to best practice on access to pedestrian and transport infrastructure, Mobility and Inclusion Unit, Department for Transport, 2002
- Planning, buildings, streets and disability equality: A guide to the Disability Equality Duty and Disability Discrimination Act 2005 for local authority departments responsible for planning, design and management of the built environment and streets , Disability Rights Commission
- The Principles of Inclusive Design, CABE 2006

Access to the Site

6.2 The existing vehicle access would be retained on Thomas Street. The permitted layout is included in Appendix 2.3.of the associated Transport Statement (part 2).

Topography and Location

6.3 The site moves on an uphill gradient from west to east. A new retaining wall is proposed. Please see associated levels drawings and retaining wall details for further information.

Public Transport

6.4 The nearest bus stops to the site are located on Upper New Street (north opposite the site) and West Way (96m westbound and 192m eastbound). The bus stops o Upper New Street and West Way (eastbound) are post only. The westbound bus stop on West Way benefits from a shelter. There are additional bus stops and services on Market Hill within the town centre (460m from the site). For further information on public transport please see section 3 Accessibility of the Transport Statement submitted alongside this application.

Vehicular Access and Parking

6.5 Access to the proposed restaurant would be via Upper New Street. The existing access would be improved and formalised. A right turn lane facility would be provided on Upper New Street so that customers waiting to turn right into the site would not block traffic at the signal junction. 'Keep Clear' markings would be provided on Upper New Street to facilitate right turn movements out of the McDonald's.

Pedestrian Cycle Access and facilities

6.4 There would be10 cycle parking spaces (5 Sheffield Stands) for staff and customers located close to the restaurant entrance.

Servicing and Refuse Strategy

6.5 Deliveries will be made by Martin Brower, McDonald's distribution partner using a 16.5m HGV vehicle with tail lift, approximately 3 times per week each lasting between 15 to 45 minutes on average. The HGV shall enter and exit the site as indicated on the service strategy / swept path analysis drawings provided for the site.

6.6 Refuse collection will be controlled by one of McDonald's regional service partners, collecting regularly using a 7.5m rigid vehicle or 'skip' type wagon.

Principle Entrance

6.7 Public access into the building shall be open during hours of restaurant 'in-store' trade, with the principle entrance being in the form of automated sliding doors via a wind lobby to the north of the building. This provides a convenient access for all pedestrians. Safety sensors will be fitted to ensure that the door does not close against pedestrian traffic.

6.8 A level threshold shall be provided, with no up-stands exceeding 15mm in height.

6.9 Floor matting is to be chosen to allow smooth transition whilst reducing risk of slipping and keeping entrances clean.

Public Dining Area Facilities

6.10 The dining area is designed to best meet the aims and objectives of the Equality Act by providing a varied level of service to suit the widest possible range of needs. A variety of seating is provided both at ground and first floor level with high and low tables and a mix of fixed and loose seats. Floor and wall materials have been chosen not only to reflect McDonald's brand but to provide good levels of contrast between surfaces for users with visual impairment. Circulation routes are provided throughout the seating area to promote access for all, including wheelchair users.

6.11 Due to operational and equipment constraints it is not possible for McDonald's to provide a fully accessible counter, however a full access policy is in place throughout the company for members of staff to provide assistance to any customer who may require such. 'Assisted access' points are clearly signed within the dining area for customers to raise the attention of staff in such circumstances.

Sanitary accommodation and provision

6.12 WC provision will be provided for customers of the restaurant with the space, layout and provision of these designed to meet the requirements of Approved Document M 2004 of the Building Regulations and BS 8300:2001, and shall generally include:

- Light action privacy bolts and lever action fittings where possible
- Doors capable of being opened outwards in an emergency
- Sanitary fittings that contrast visually with the wall/ floor finishes (which shall also contrast)
- Emergency alarm systems within the accessible toilet
- Grab rails and clear manoeuvring spaces
- Flushing mechanisms shall be located on the transfer side of the accessible WC.

Signage and Communication

6.13 All corporate, directional or information signage has been designed in accordance with the recommendations of the Sign Design Guide and with reference to current good practice guidance and to give clear directions, information and instructions for the use of the building.

Alarms

6.14 Visual and audible emergency warning alarms are to be provided.

General Provision

6.15 Colour schemes will be chosen throughout in line with “Building Sight” principles. The building is well lit through a combination of natural lighting and supplemented with artificial lighting to provide a full spectrum.

7 Conclusion

7.1 It is considered that planning policy at national and local level is supportive of proposals to develop a freestanding single story McDonald's restaurant at the junction between Thomas Street and Upper New Street, Barnsley.

7.2 The proposed development will provide over 65 jobs for the community. Details have been provided on McDonald's efforts to provide opportunities for skills and training through their internal management training programme. Staff are given the opportunity to gain nationally recognised qualifications in hospitality, literacy and numeracy.

7.3 Sufficient parking has been provided at the restaurant with accessible parking located as close to the restaurant entrance as possible. McDonald's actively encourage more sustainable methods of transport which have been detailed in the accompanying Transport Statement.

7.4 Natural and neutral colours and materials will be used on the building and throughout the scheme to ensure the site integrates easily with the surroundings.

7.5 The site represents an appropriate location for a drive thru restaurant, which will be well placed to offer refreshments to passing customers and those in the surrounding area.

7.6 In light of the above, we trust officers are able to support the application.