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DELIVERY AND SERVICING MANAGEMENT PLAN
McDONALD'S RESTAURANT WITH DRIVE THRU FACILITIES
UPPER NEW STREET
BARNSLEY
S70 1LH

McDonald's Restaurants Ltd
11 – 59 High Street
East Finchley
London
N2 8AW

ADL/CC/3210/25B

June 2018

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1.0 INTRODUCTION

1.1 Planning History and Purpose of Report

1.1.1 ADL Traffic and Highways Engineering have prepared this Delivery Management Plan for the permitted McDonald's Restaurant at Upper New Street, Barnsley.

1.1.2 Planning permission for the redevelopment of the site to provide a drive thru restaurant was granted on 23 November 2017 (application № 2017/0353). A copy of the Decision Notice is included as Appendix 1.0.

1.1.3 Condition 19 of the planning permission states that:

> ***"The development shall not be brought into use until a service yard management plan has been submitted to and approved in writing by the Local Planning Authority, once approved it shall be strictly adhered to at all times. The plan shall include for the management of all delivery vehicles, customer vehicles, pedestrians, the use of banksmen, and shall provide a regular monitoring regime and a system for identifying and correcting issues at each delivery.***
> ***Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26."***

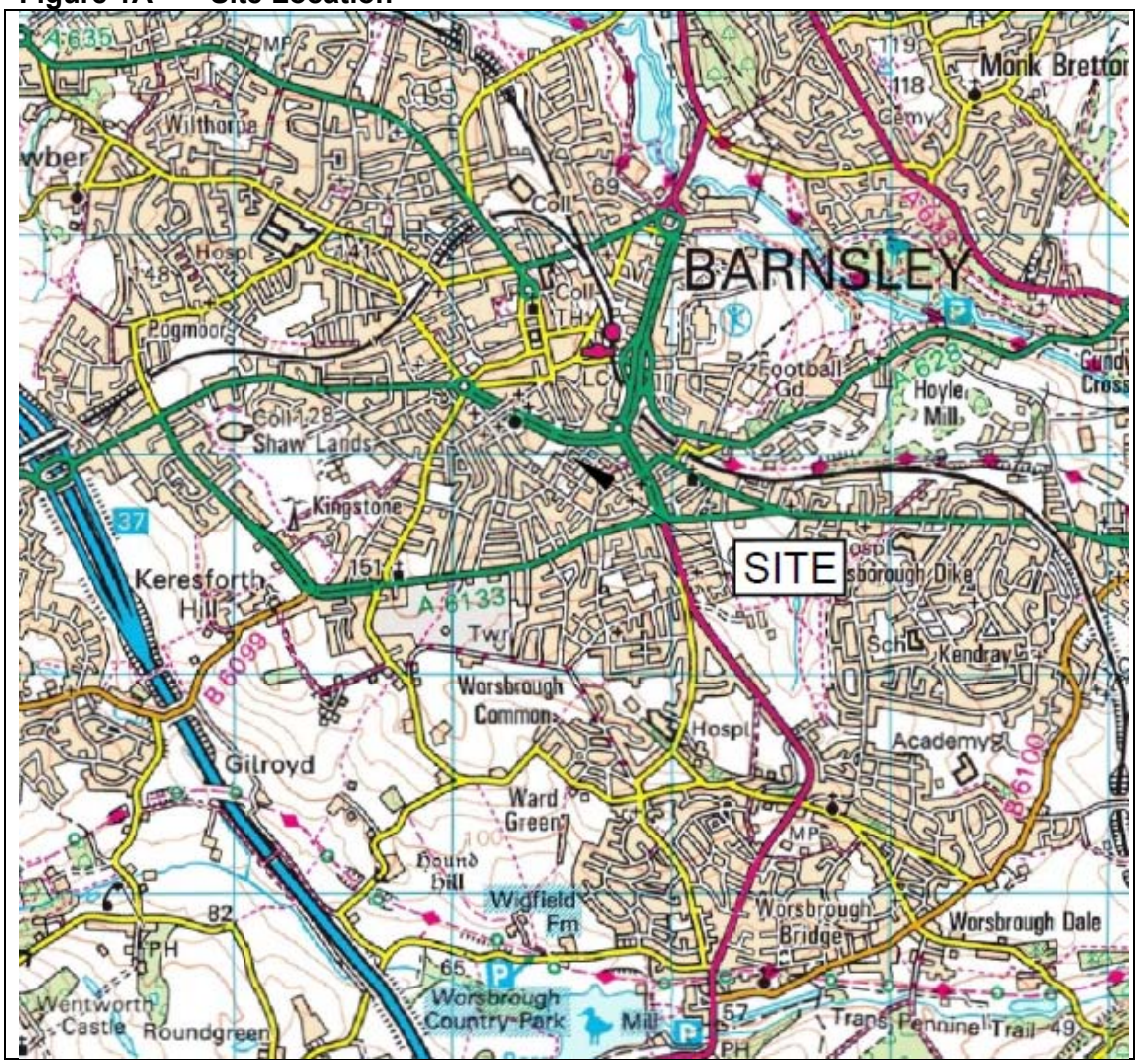
1.1.4 This Delivery and Servicing Management Plan has been prepared to Discharge Condition 19.

1.1.5 This report sets out McDonald's and Martin Brower's extensive servicing experience and demonstrates that suitable arrangements would be implemented to manage deliveries during restaurant opening hours. These measures are considered to be sufficient and reasonable to ensure efficient and safe operation of the car park during servicing periods.

1.2 Site Location and Road Network

1.2.1 The site is located to the south of Barnsley City Centre on the eastern side of Upper New Street, as shown in Figure 1A below.

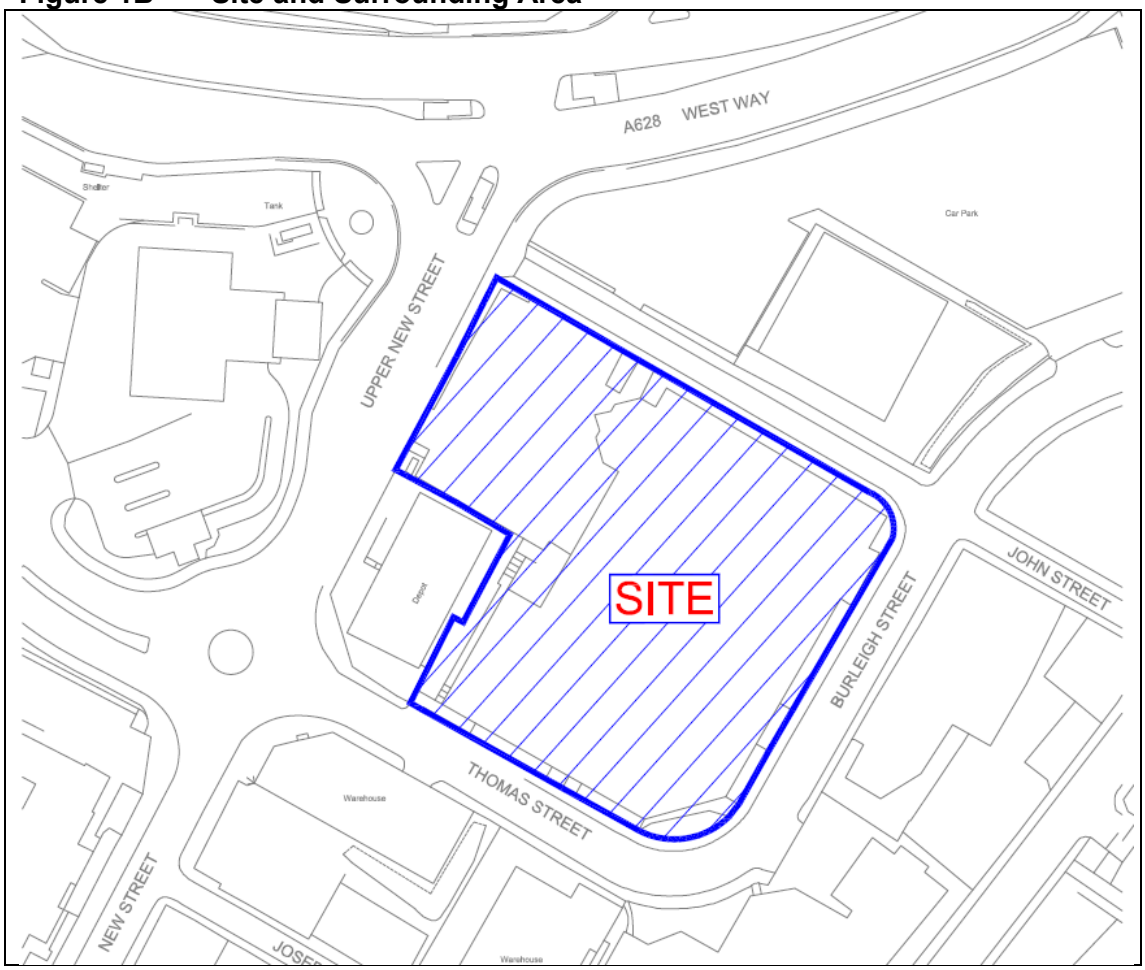
Figure 1A Site Location



1.2.2 Upper New Street also provides access to a Morrisons foodstore and petrol station.

1.2.3 The site and surrounding area is shown on the plan in Figure 1B below.

Figure 1B Site and Surrounding Area



1.2.4 Upper New Street is a single carriageway road which runs north-south from the signalised junction with West Way (A628). The A628 forms the main strategic road east to west between the M1 and M67. The A628 forms part of the ring road around Barnsley City Centre.

1.3 Permitted Restaurant Details

1.3.1 The permitted restaurant site layout and access arrangements are shown on the plan in Appendix 2.0.

1.3.2 The proposed scheme comprises of a McDonald's restaurant with drive thru facilities (A3/A5 use). There will be a car park with 48 parking spaces including 2 reserve spaces for drive thru customers and 2 accessible bays for disabled customers.

1.3.3 The site would be accessed from Upper New Street. The existing access would be modified and operate left in/left out only.

1.3.4 The proposed hours of opening would be 24 hours Monday to Sunday.

1.3.5 The McDonald's car park will be exclusively for restaurant customers and will be managed by the store.

2.0 McDONALD'S/MARTIN BROWER EXPERIENCE

2.1 Extent of McDonald's Servicing Experience

2.1.1 McDonald's has been trading in the UK since 1974. The company operates over 1,250 restaurants of which around 820 are restaurants with drive thru facilities.

2.1.2 Servicing McDonald's restaurants while they are open is normal practice and does not present any operational difficulties.

2.1.3 With regard to the 820 restaurants with drive thru facilities, much like the Barnsley restaurant, each restaurant is expected to be serviced 3 times per week. This is equivalent to 2,460 (assuming 3 deliveries per store) deliveries per week or 351 per day (7 day week).

2.2 Health and Safety Policy and Review Process

2.2.1 As part of their on-going Health & Safety processes, every McDonald's store has a detailed manual covering the running of the restaurant. This includes receiving deliveries and provides generic details applicable to all restaurants. In addition to this, every restaurant has a further site specific risk assessment undertaken which includes details relating to:

- Obstructions
- Long trolley distances
- Using customer areas during deliveries (either in-store, or within the car park)

2.2.2 The Health and Safety Policy is reviewed annually and any staff who assist with receiving deliveries at the store are provided with specific detailed and documented training. When a delivery occurs, a minimum of two staff will assist with the storage of goods however this can be increased for a particularly large delivery or if the weather is especially hot, or inclement. All staff (and delivery drivers) wear high-visibility clothing when taking part in deliveries, to ensure visibility to traffic and customers (pedestrians) within the car park.

2.2.3 Any customers using the restaurant during delivery periods will be alerted to the additional activity occurring in the car park due to:

- The presence of staff in hi-vis clothing
- The presence of the large McDonald's branded delivery truck in the car park

2.2.4 Health and safety of both staff and customers during deliveries is an important and integral aspect of McDonald's delivery management across all their restaurants.

2.3 Servicing Contractor and Vehicle Details

2.3.1 Martin Brower are McDonald's sole distributor for all of its products in the U.K. and has a delivery fleet of over 150 vehicles. In addition to McDonald's own policy and risk assessment, Martin Brower also continuously reviews each site in line with their own Health & Safety policies.

2.3.2 Martin Brower continually review and optimise their routes and schedules and will on occasions change the delivery window that a store has been assigned.

2.3.3 Goods are delivered by articulated lorry, typically 16.5m in length. Larger vehicles are used to enable more stores to be serviced in a single trip, reducing the frequency of returns to the supply centre, distance travelled and carbon emissions. However, the fleet also includes smaller vehicles for sites where constraints require a smaller vehicle.

2.3.4 Multi temperature vehicles are used which allows all of the restaurants requirements of frozen, chilled and ambient products to be delivered in one visit, reducing the overall number of deliveries each restaurant receives and further reducing carbon emissions. Goods are stored within wheeled cages to minimise the number of shuttles between the delivery lorry and the restaurant, as opposed to individual boxes being carried.

2.3.5 Martin Brower vehicles are equipped with 360º cameras to assist with reversing manoevures. McDonald's staff are also on hand to assist the delivery driver if required.

2.3.6 Cooking oil from restaurants is recycled into bio diesel. The bio diesel is used as fuel by all McDonald's delivery vehicles and results in a carbon saving of 8,200 tonnes per annum. The new cooking oil is deliveries by the delivery lorry along with all other McDonald's products. The used oil is stored by the restaurant and collected by the same vehicle along with all other crates and materials to be recycled.

2.4 Martin Brower (Reliability)

2.4.1 Despite outlining a detailed methodology above, the question is often raised as to how reliable deliveries to the restaurants are.

2.4.2 MB UK Heywood Distribution Centre carried out 92,990 deliveries in 2017 and they recorded that only 1% of deliveries were late due to traffic delays.

2.4.3 In the event of an unexpected delay, drivers will contact the operations office of their distribution centre and report the delay. The operations office team and/or customer service team will contact the restaurant immediately and advise them of the delay and a new estimated time of arrival.

2.4.4 This notification is recorded on the customer service system (Salesforce) for their records.

2.5 Driver Scheduling

2.5.1 The driver scheduling operates in such a manner that the same driver will not visit the same restaurant for every delivery. Heywood has 136 drivers that are split on AM and PM rota's (103 AM, 335 PM). Each restaurant is set a fixed delivery day and window that range from early AM to late PM. This means that different rotas will cover different delivery days and times.

2.5.2 Each new driver undergoes a rigorous eight day training and selection process before becoming an MBUK delivery driver. All drivers are required to undergo an annual assessment and a minimum of 1 day driver CPC (certificate of professional competence) training to remain an MBUK driver.

2.5.3 In addition, all MBUK vehicles are fitted with vehicle telematics that reads information directly from the vehicles CANbus (internal computer system). This system records and measures all of the vehicles activities and the individual driver's performance. This is monitored by the operations teams, live throughout the day.

2.5.4 Drivers typically receive notification of their delivery schedule the day before their shift and receive a map of their route. All drivers have a Personal Digital Assistant (PDA) which contains their route, timings and instructions for each restaurant.

3.0 McDONALD'S SERVICING PROCEDURE

3.1 Servicing Frequency, Timing and Duration

3.1.1 As noted in Section 2.1, deliveries would be expected to occur three times per week.

3.1.2 The vehicle is expected to be parked for between 15 minutes and 1 hour within the 2 hour delivery slot depending on the range and quantity of products being delivered.

3.1.3 Deliveries during peak trading periods are avoided to minimise any delays in delivery. Delivery times can, where necessary, be adopted to suit any site and are closely controlled in sensitive locations.

3.2 Paragon

3.2.1 Martin Brower uses a sophisticated computerised planning tool (Paragon) which enables the requirements for an individual delivery destination to be set and ensures that they are compiled on every occasion the delivery is planned.

3.2.2 Notification of the delivery time is emailed to the restaurant two days before the delivery. The restaurant will be allocated a 2 hour delivery planning window and the delivery will be planned within this slot. In practice however, most restaurants receive their deliveries at the same time on the same days each week.

3.2.3 On the day of the delivery the GPS system linked to Paragon will automatically email the restaurant 30-minutes prior to the vehicles arrival.

3.2.4 Restaurant Managers can also track the progress of the delivery vehicle on their phone or other web browser (like a domestic carrier delivery).

3.2.5 Through this process of prior assessment and notification, Martin Brower and McDonald's are able to notify the restaurant of an accurate arrival time and ensure that measures required within the parking area to accommodate the delivery vehicles are employed in good time prior to the delivery arrival.

3.3 Refuse Collection and Recycling

3.3.1 Waste minimisation and recycling are promoted.

3.3.2 Waste minimisation has been achieved through the redesign of tray liners and specifying the use of light-weight bin liners. Food wastage is minimised through the use of a computer system which monitors the amount of food served at given times of day, resulting in more accurate preparation and ordering of stock. This therefore, reduces the quantum of waste and frequency of collection required.

3.3.3 Delivery vehicles also collect all waste cardboard, food waste, cups, oil and empty delivery trays/crates which are returned to suppliers for re-use. This reduces the volume of refuse collected for land fill.

3.3.4 Refuse is collected by a private contractor 3 times per week and collect landfill waste only.

3.4 Vehicle Delivery Procedures and Noise

3.4.1 When the vehicle arrives on site the engine is switched off, but the chiller and freezer still operate. If it is a requirement then the chiller and freezer can be switched off upon arrival at site.

3.4.2 During the unloading of the cages from the vehicles, chiller and freezers are switched off.

3.4.3 During any reversing the vehicles emit a reversing beep-beep sound. The reversing warning fitted to MBUK vehicles, is a ‘white noise’ warning, which allows everybody in the immediate area of the vehicle to hear the warning, but the noise does not travel, which reduces the noise pollution.

3.4.4 Martin Brower were highly commended at the Noise Abatement Society’s 2017 John Connell Awards:

"As an early adopter of quiet technology and staff training in its delivery to McDonald's restaurants, the supply chain distributor, Martin Brower, was commended for its understanding of the holistic spirit of Soundscape principles through a variety of sustained best practices to enable efficient servicing without causing noise disturbance."

3.5 Driver Responsibility

3.5.1 The drivers are responsible for checking and ensuring that the vehicle movements do not come into conflict with any other vehicles, staff or pedestrians.

3.6 McDonald's Staff

3.6.1 McDonald's allocate a minimum off two staff to be on site and available to assist with deliveries. These staff have completed a McDonald's Health and Safety Training.

3.6.2 Restaurant staff are on site and use cones to delineate spaces for deliveries. Once on the tarmac, they wheel the cages to the restaurant.

3.6.3 McDonald's staff will be on hand to manage customer vehicles and pedestrians during the delivery.

3.7 Summary

3.7.1 The above forms a 'tried and tested' methodology which is successfully implemented throughout the Country and there is no reason that this system could not be successfully implemented at the permitted restaurant.

4.0 SERVICING PLAN: McDONALD'S BARNSLEY RESTAURANT

4.1 Servicing Procedure: McDonald's Barnsley

4.1.1 The McDonald's Barnsley Restaurant will be serviced 3 times per week by 16.5m articulated vehicle. The restaurant will be assigned its 2 hour delivery slots set by Martin Brower within the conditioned servicing hours.

4.1.2 Deliveries during peak trading times (weekdays 16:00 – 19:00 hours and 11:00 – 15:00 hours on Saturday) are to be avoided.

4.1.3 Martin Brower have confirmed that the likely delivery days at this restaurant would be Monday, Wednesday and Friday. The restaurant would likely be allocated a 2 hour slot at sometime between 8pm and 3am on these days.

4.1.4 The delivery vehicle will arrive and depart via Upper New Street turning left in and left out of the site only.

4.1.5 On receipt of the email from Martin Brower (30 minutes prior to delivery vehicle arrival) staff cordon any spaces required for unloading and manoeuvring.

4.1.6 When the delivery vehicle arrives, restaurant staff in high visibility clothing act as marshalls within the car park whilst the vehicle manoeuvres and parks.

4.1.7 Goods are trollied from the delivery vehicle to the service entrance of the store at the rear of the building.

4.1.8 Once the delivery is complete the vehicle leaves the site in a forward gear.

4.2 Parking Management

4.2.1 As deliveries occur during the quieter trading periods, spaces are cleared within the car park to allow room for the delivery vehicle to offload goods. This has no operational impact and is in keeping with all UK freestanding McDonald's restaurants.

4.2.2 Appendix 3.0 shows the parking spaces which will be coned off by the restaurant staff prior to the delivery vehicle arriving.

4.2.3 Appendix 4.1 shows the TRACK analysis of the Martin Brower delivery vehicle entering the site and parking to unload then exiting in a forward gear.

4.2.4 In total, 12 parking spaces are used, as follows:

Table 4A Parking Spaces Used for Deliveries

Affected Spaces	Arrive	Parked	Depart
8 bays adjacent to drive thru lane	✓	✓	
4 central bays	✓		
12 bays total			

4.2.5 As shown, 8 spaces would be used during the offload of goods, with a further 4 overrun during arrival.

4.3 Refuse Collection: McDonald's Barnsley

4.3.1 Bins would be stored in a storage facility in the corral positioned at the rear of the building. Bins would be wheeled to the vehicle by refuse operatives.

4.3.2 Refuse would be collected by a private contractor, although increasingly a large amount of recyclable waste is backhauled by Martin Brower for central recycling and processing.

4.3.3 Refuse collections would occur at Barnsley during quiet trading periods twice per week.

4.3.4 Refuse collections are planned to avoid coinciding with deliveries.

4.3.5 Appendix 4.2 shows the TRACK analysis for the refuse vehicle entering the site, parking and exiting the site in a forward gear.

4.3.6 As shown in Appendix 4.2 only 8 parking bays would be affected by refuse collections.

4.4 Monitoring Procedures

4.4.1 Drivers are debriefed at the end of any shift and any issues are logged by MB Control.

4.4.2 Restaurants can also rate the MB driver so any issues can be identified by MB Control.

5.0 SUMMARY AND CONCLUSION

5.1 Deliveries

5.1.1 McDonald's and Martin Brower have extensive experience of undertaking deliveries at McDonald's drive thru restaurants, whilst they are open and this presents no operational difficulties.

5.1.2 Health and Safety is an important aspect of McDonald's delivery management and is subject to a regular review process.

5.1.3 The implementation of this Delivery and Servicing Management Plan is seen as a contribution to the successful operation of the new restaurant and demonstrates the planning and management, to provide safe and efficient servicing from within the customer car park during the permitted hours.

5.1.4 The arrangements described in this Delivery Management Plan follow 'tried and tested' methodology used successfully across the UK which will now include Bicester.

5.2 Conclusions

5.2.1 This report has been prepared to discharge Condition 19 of Planning Approval reference 2017/0353.

5.2.2 This report has shown that McDonald's Restaurants Ltd are experienced in managing deliveries and refuse at their stores. Likewise their logistics partner Martin Brower is also experienced at dealing with deliveries to McDonald's customer car parks.

5.2.3 Staff are trained in receiving deliveries and managing customers and their vehicles before and during deliveries. Measures are in place to monitor deliveries and driver performance so any issues can be identified, reported and dealt with by Martin Brower.

5.2.4 In conclusion therefore, this document confirms the good practice already employed widely at McDonald's restaurants which will also be utilised at Barnsley and it is considered that there are no justifiable reasons to not discharge Condition 19 accordingly.

APPENDIX 1.0

DECISION NOTICE

BARNSLEY
Metropolitan Borough Council

Place Directorate
Economic Regeneration
Planning and Building Control
Head of Service: Joe Jenkinson

GRANT OF PLANNING PERMISSION

TOWN AND COUNTRY PLANNING ACT 1990

APPLICATION NO. 2017/0353

To Planware Ltd
The Granary
37 Walnut Tree Lane
Sudbury
CO10 1BD

DESCRIPTION Erection of a freestanding single storey restaurant with Drive-thru, car parking, landscaping and associated works. Installation of 2 no. COD (Customer Order Display) with associated canopies, 2 no. cycle shelters and retaining wall.

LOCATION Land at the Junction of Upper New Street and Thomas Street, Barnsley, S70 1LH

Permission is granted for the proposals which were the subject of the Application and Plans registered by the Council on 28 March 2017 and described above.

The approval is subject on compliance with the following conditions:

1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.

2 The development hereby approved shall be carried out strictly in accordance with the plans (Nos 3210-08-D, 3210-17, 6635_AEW_8543_0002D, 6635_AEW_8543_0004C, 6635_AEW_8543_0005, 6635_AEW_8543_0006 & 6635_AEW_8543_0016C) and specifications as approved unless required by any other conditions in this permission.
Reason: In the interests of the visual amenities of the locality and in accordance with LDF Core Strategy Policy CSP 29, Design.

3 Prior to the commencement of development a site investigation must be undertaken to fully investigate potential mining legacy risks. The investigation should be carried out in compliance with CIRIA publication 32 'Construction Over Abandoned Mine Workings', a report detailing the findings of the investigation and any recommended mitigation shall be submitted for approval in writing by the Local Planning Authority, the development thereafter shall carried out in accordance with the approved details.
Reason: In the interest of Land stability NPPF sections 120 & 121

4 The development shall be carried out in accordance with the recommendations/mitigation set out in the addendum report 'Environment Noise' by Acoustic Associates South West Ltd, dated 25th May 2017. The measures shall be implemented prior to the commencement of the use and retained as such thereafter.
Reason: Reason: In the interests of the amenities of local residents and in accordance with Core Strategy Policy CSP 40, Pollution Control and Protection.

5 The development shall be carried out in accordance with the recommendations/mitigation set out in the Phase II investigation Preliminary Review for Upper New Street by Southern Testing (Ref: AM/JK/JN0877). The measures shall be implemented prior to the commencement of the use and retained as such thereafter.
Reason: Reason: In the interests of the amenities of local residents and in accordance with Core Strategy Policy CSP 40, Pollution Control and Protection.

6 Prior to commencement of development full details of the mitigation measures identified in section 5.0 of the Preliminary Ecological Appraisal (Ref:SF2653) dated March 2017, including a timetable for their implementation, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.
Reason: To conserve and enhance biodiversity in accordance with Core Strategy Policy CSP 36.

7 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which die within a period of 5 years from the completion of the development, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with other of similar size and species.
Reason: In the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP 36, Biodiversity and Geodiversity.

8 A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any part thereof, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out in accordance with the approved plan.
Reason: In the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP 36, Biodiversity and Geodiversity.

9 No development shall take place until:

(a) Full foul and surface water drainage details, including a scheme to reduce surface water run off by at least 30% and a programme of works for implementation, have been submitted to and approved in writing by the Local Planning Authority:

(b) Porosity tests are carried out in accordance with BRE 365, to demonstrate that the subsoil is suitable for soakaways;

(c) Calculations based on the results of these porosity tests to prove that adequate land area is available for the construction of the soakaways;

Thereafter no part of the development shall be occupied or brought into use until the approved scheme has been fully implemented. The scheme shall be retained throughout the life of the development.
Reason: To ensure proper drainage of the area in accordance with Core Strategy Policy CSP 40, Pollution Control and Protection.

10 No building or other obstruction including landscape features shall be constructed until the means of protecting public water supply infrastructure laid within the site boundary and during all phases of the development have been implemented in accordance with details to be submitted to and approved by the Local Planning Authority . If the required protection measures are to be achieved via diversion or closure of the water main (s), the developer shall submit evidence to the Local Planning Authority that
the diversion or closure has been agreed with the relevant statutory undertaker
Reason: To protect the public water supply

11 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
-The parking of vehicles of site operatives and visitors
-Means of access for construction traffic
-Loading and unloading of plant and materials
-Storage of plant and materials used in constructing the development
-The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
-Wheel washing facilities
-Measures to control the emission of dust and dirt during construction
-Measures to control noise levels during construction
Reason: In the interests of highway safety, residential amenity and visual amenity and in accordance with Core Strategy Policy CSP 26, New Development and Highway Improvement, and CSP 29, Design.

12 The parking/manoeuvring facilities, indicated on the submitted plan, shall be surfaced in a solid bound material (i.e. not loose chippings) and made available for the manoeuvring and parking of motor vehicles prior to the development being brought into use, and shall be retained for that sole purpose at all times.
Reason: To ensure that satisfactory off-street parking/manoeuvring areas are provided, in the interests of highway safety and the free flow of traffic and in accordance with Core Strategy Policy CSP 26, New Development and Highway Improvement.

13 All surface water run off shall be collected and disposed of within the site and shall not be allowed to discharge onto the adjacent highway.
Reason: In the interests of highway safety in accordance with Core Strategy Policy CSP 40, Pollution Control and Protection.

14 All redundant vehicular accesses shall be reinstated as kerb and footway prior to the development being brought into use.
Reason: In the interests of road safety in accordance with Core Strategy Policy CSP26 'New Development and Highway Improvement'.

15 Prior to the commencement of development, details shall be submitted to and approved in writing by the Local Planning Authority of arrangements which secure the following highway improvement works:

" Provision of a left turn filter lane with taper;
" Provision of right turn lane;
" Provision of central island capable of being overrun;
" Measures to enforce left turns only out of the site;
" Measures to prevent loading on Upper New Street;
" Any necessary signing/lining;
" Any necessary alterations to/provision of street lighting;
" Any necessary alterations to/provision of highway drainage;
" Any necessary resurfacing/reconstruction.

The works shall be completed in accordance with the approved details and a timetable to be submitted to and approved in writing by the Local Planning Authority.
Reason: In the interests of highway safety and the free flow of traffic in accordance with Core Strategy policy CSP 26.

16 Prior to any works commencing on-site, a condition survey (including structural integrity) of the highways to be used by construction traffic shall be carried out in association with the Local Planning Authority. The methodology of the survey shall be approved in writing by the Local Planning Authority and shall assess the existing state of the highway. On completion of the development a second condition survey shall be carried out and shall be submitted for the written approval of the Local Planning Authority, which shall identify defects attributable to the traffic ensuing from the development. Any necessary remedial works shall be completed at the developer's expense in accordance with a scheme to be agreed in writing by the Local Planning Authority.
Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.

17 Vehicular and pedestrian gradients within the site shall not exceed 1:12 to ensure safe and adequate access.
Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.

18 Development shall not commence until details of all highway retaining structures, including specification and calculations, have been submitted to and approved in writing by the Local Planning Authority, and the development shall then be carried out in strict accordance with the approved details.
Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.

19 The development shall not be brought into use until a service yard management plan has been submitted to and approved in writing by the Local Planning Authority, once approved it shall be strictly adhered to at all times. The plan shall include for the management of all delivery vehicles, customers vehicles, pedestrians, the use of banksmen, and shall provide a regular monitoring regime and a system for identifying and correcting issues at each delivery.
Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.

20 Construction or remediation work comprising the use of plant, machinery or equipment, or deliveries of materials shall only take place between the hours of 0800 to 1800 Monday to Friday and 0900 to 1400 on Saturdays and at no time on Sundays or Bank Holidays.
Reason: In the interests of the amenities of local residents and in accordance with Core Strategy Policy CSP 40, Pollution Control and Protection.

Informative(s)

Pursuant to article 31(1)(cc) of the Town and Country Planning (Development Management Procedure) Order 2010 (as amended), the Local Planning Authority have, where possible, made a pre-application advice service available, complied with our Planning Service Charter for Business and otherwise actively engaged with the applicant in dealing with the application.

Please be aware that the Council monitors construction sites and open land within the vicinity such sites in an attempt to prevent fly tipping (i.e. unauthorised deposit of waste on land), which is illegal under the Environmental Protection Act 1990. The penalties for fly-tipping can include:

- *a fine of up to £50,000 and*
- *up to six months imprisonment on conviction*

Therefore, if necessary, please ensure that all demolition waste and waste associated with the construction of the approved development is disposed of via approved methods and that documents are retained to prove this.

1 The granting of planning permission does not in any way infer that consent of the landowner is given. Therefore the consent of all relevant landowners is required before proceeding with any development including that of the Council as landowner.

   If it should transpire that the applicant does not own any of the land included in this consent then it is the responsibility of the applicant to seek all necessary consents and approvals of the landowner.

2 The granting of planning permission does not effect the status of species such as owls and bats which have protection under other legislation. These may be present, and it is the applicant's responsibility to seek advice on how to avoid damaging operations. Further advice can be obtained from the Countryside Unit in the Planning & Transportation Services, on 01226-772576, or directly from www.naturalengland.org.uk

Signed JM Jenkinson Dated 23 November 2017
Joe Jenkinson
Head of Planning and Building Control

The grant of this consent does not constitute or imply permission, approval or consent by the Local Authority for any other purpose.

NOTES:-

Appeals to the Secretary of State

If you are aggrieved by the decision of the Council to grant permission for the proposed development subject to conditions then you can appeal to the Secretary of State for the Environment, Transport and Regions under Section 78 of the Town and Country Planning Act. If you want to appeal, then you must do so within six months of the date of this notice, using a form which you can get from The Planning Inspectorate, Room 3/24 Hawk Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN.

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State need not consider an appeal if it seems to him that the Local Planning Authority could not have granted planning permission for the proposed development or could not have granted it without the conditions it imposed, having regard to the statutory requirements, to the provisions of the development order and to any directions giving under the order. In practice, the Secretary of State does not refuse to consider appeals solely because the Local Planning Authority based its decision on a direction given by him.

Purchase Notices

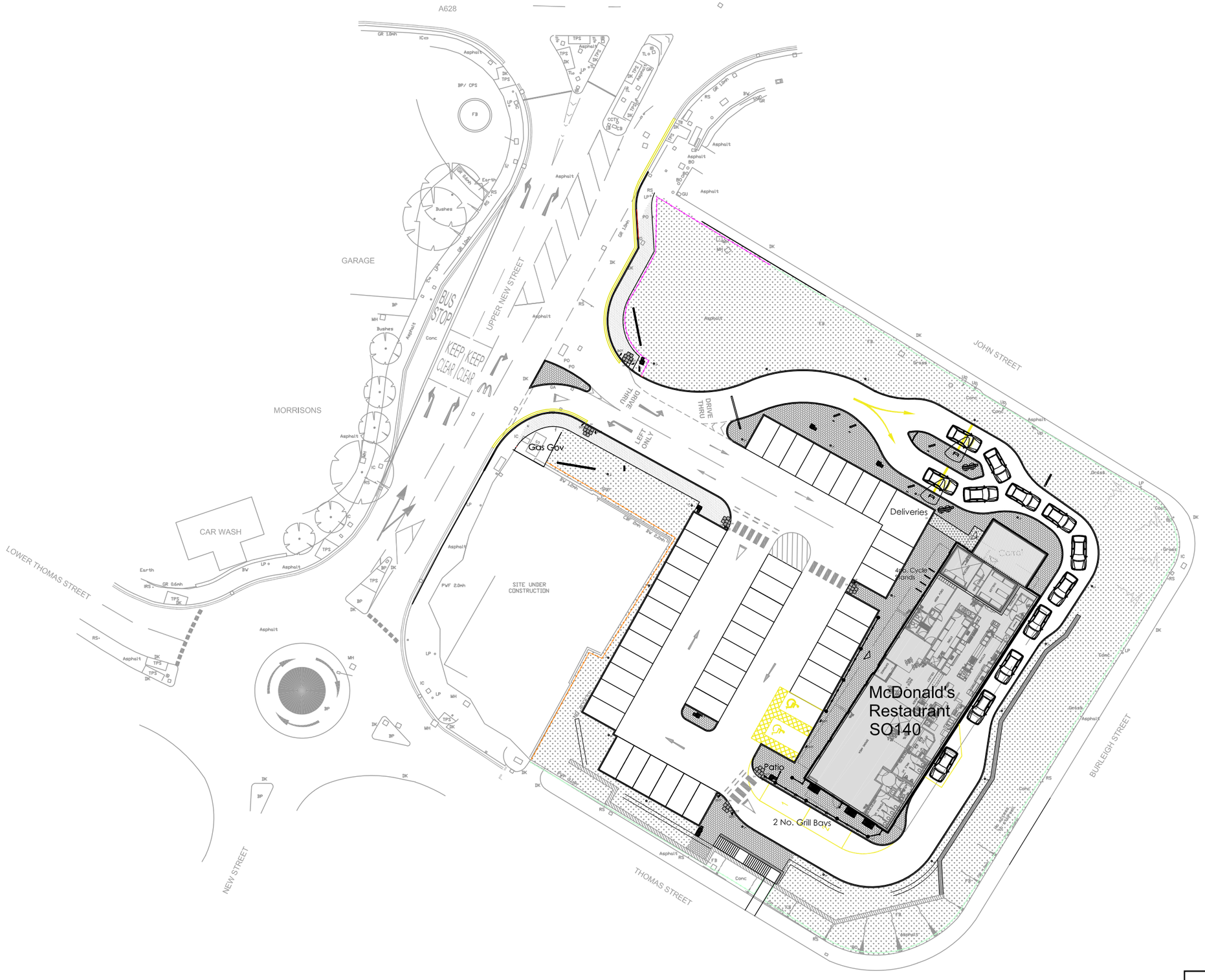
If either the Local Planning Authority or the Secretary of State for the Environment, Transport and Regions refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor can he render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted. In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of part VI of the Town and Country Planning Act 1990.

Compensation

In certain circumstances compensation may be claimed from the Local Planning Authority if permission is refused or granted subject to conditions by the Secretary of State on appeal or on reference to the application to him. These circumstances are set out in Sections 114 and related provisions of the Town and Country Planning Act 1990.

APPENDIX 2.0

SITE LAYOUT AND ACCESS ARRANGEMENTS



APPENDX 2.0
SITE LAYOUT AND ACCESS ARRANGEMENTS

APPENDIX 3.0

SPACES TO BE CONED OFF

JOHN STREET

N
W E
S

KEEP CLEAR
KEEP CLEAR

DRIVE THRU
DRIVE THRU

LEFT ONLY

Gas Gov

Deliveries

Corral

4no. Cycle Stands

McDonald's Restaurant SO140

Patio

2 No. Grill Bays

SITE UNDER CONSTRUCTION

PWF 2.0mh

BW 1.2mh

CBF 2mh

BW 2.2mh

Sign

Asphalt

Grass

Conc

DK

LP

PO

DOT

IC

MH

TPS

BP

RS

FB

PWF 3.0mh

No access to stairwell

KEY:

SPACES TO CONE OFF

Title
SPACES TO BE CONED OFF

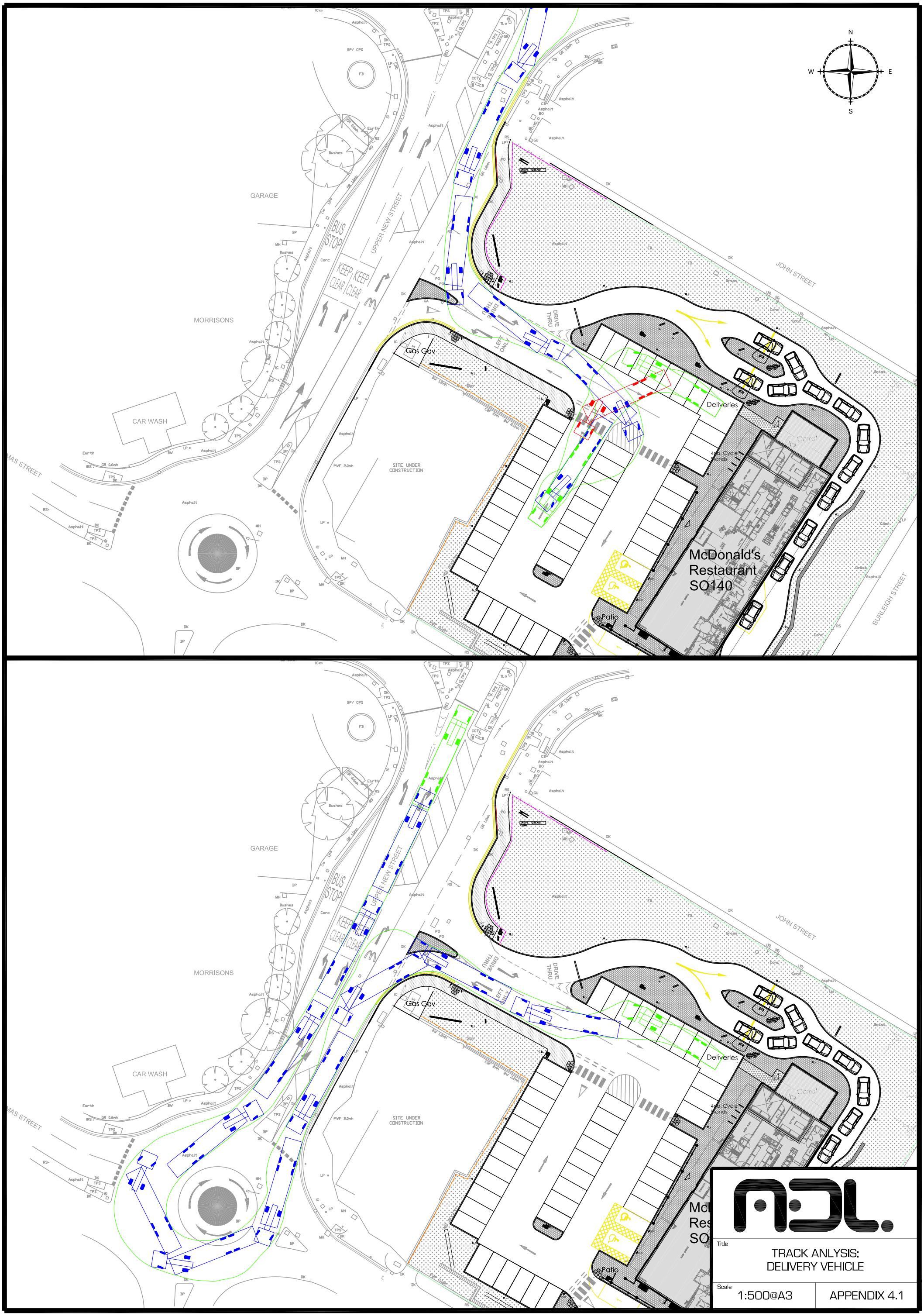
Scale
1:250@A3

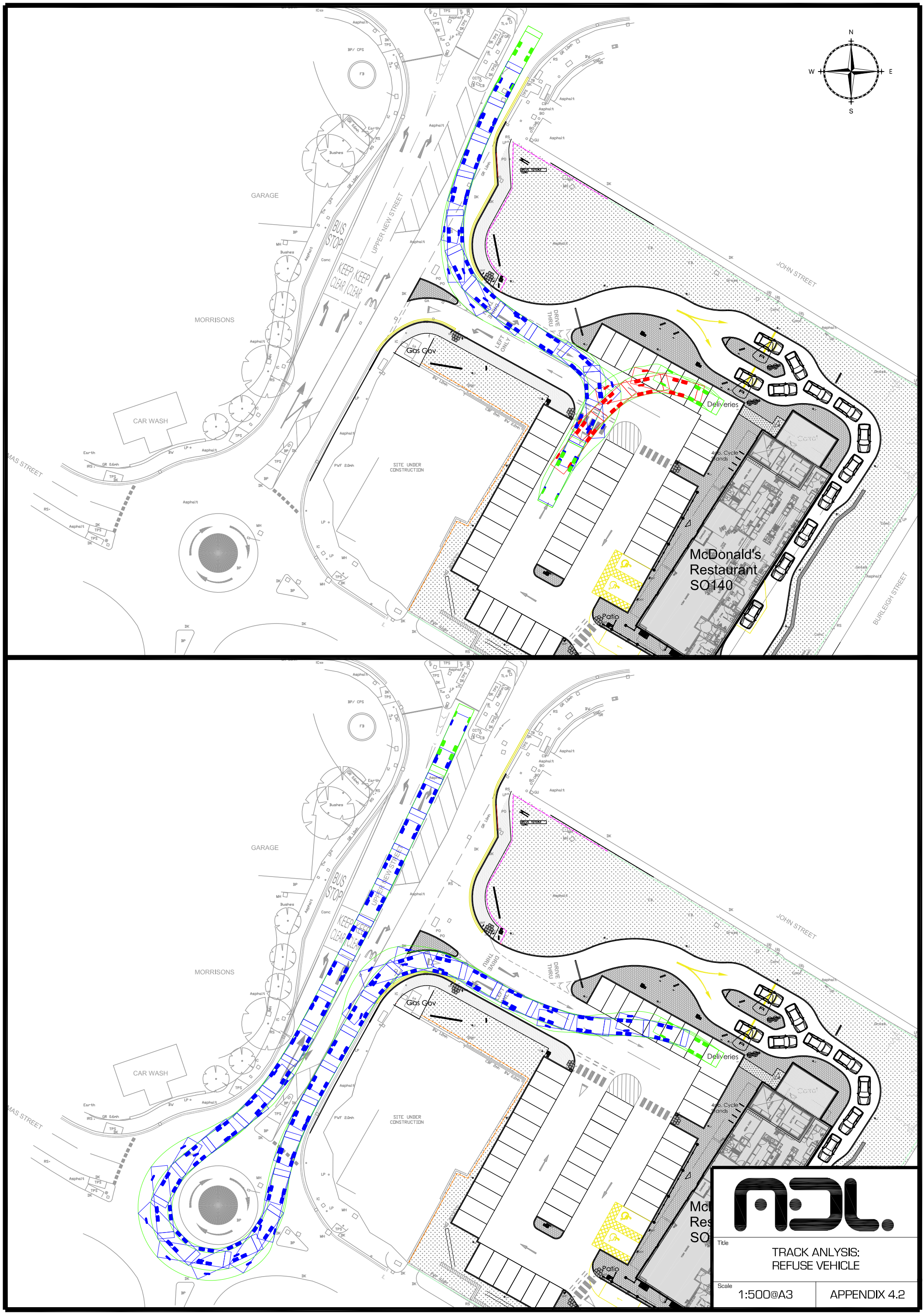
APPENDIX 3.0

APPENDIX 4.0

TRACK ANALYSIS

4.1 TRACK Analysis: Delivery Vehicle
4.2 TRACK Analysis: Refuse Vehicle


N
W
E
S
GARAGE
BUS STOP
UPPER NEW STREET
KEEP CLEAR
MORRISONS
CAR WASH
SITE UNDER CONSTRUCTION
JOHN STREET
BURLEIGH STREET
DRIVE THRU
LEFT ONLY
Gas Gov
Deliveries
4no. Cycle Stands
McDonald's Restaurant SO140
Patio
Asphalt
Bushes
Conc
Earth
FB
BP/ CPS
TPS
IC
LP
MH
RS
BW
GR
PO
GA
PWF 2.0mh
Title
TRACK ANLYSIS: DELIVERY VEHICLE
Scale
1:500@A3
APPENDIX 4.1



Title	TRACK ANLYSIS: REFUSE VEHICLE
Scale	1:500@A3
	APPENDIX 4.2