

Planning Statement

including Service Yard Management Plan

Gateway 36, Dearne Valley Parkway,
Barnsley

August 2015

Turley

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Client

Greene King Property Developments Limited, Harworth Estates (Agricultural Land) Limited and EOS Inc Ltd

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1. Summary of Application

- 1.1 This Planning Statement has been prepared by Turley on behalf of Greene King Property Developments Limited in support of an application for the approval of matters reserved by hybrid planning permission 2014/1055 at Gateway 36, Dearne Valley Parkway. Consent was granted for this employment-led development including food and drink in January 2015.
- 1.2 This application seeks approval for details relating to the development of a Class A3/A4 amenity restaurant.
- 1.3 Farmhouse Inn is a restaurant-led brand with an emphasis on Great British Food, quantity and value. There are no dedicated drinking areas, sport or loud music. Farmhouse Inns typically serve a choice of traditional and modern dishes, including a fresh daily carvery alongside a wider menu, a salad bar and homemade desserts.
- 1.4 Cask ales and good coffee are on offer together with a range of wines and soft drinks. However food typically represents over 70% of total sales with the majority of drinks being ancillary to meals.
- 1.5 Most of all, Farmhouse Inns offer a safe environment and a welcoming culture for the enjoyment of all their customers and the benefit of the surrounding community.
- 1.6 The development would generate between 70 and 80 local jobs (59 full time equivalents).
- 1.7 This Statement provides an analysis of the relevant planning considerations relating to the proposed development. It:
 - Describes the application site and the proposed development in the context of the hybrid consent
 - Reviews local and national planning policy
 - Assesses the key issues for the application.

Pre-application consultation

- 1.8 Prior to the submission of this application a meeting was held with Barnsley Council officers on 12 June 2015.
- 1.9 Officers confirmed that design and landscaping would be the main consideration for the application.
- 1.10 Officers also confirmed that the application would, in part, discharge pre-conditions attached to the hybrid application. These are set out in Section 4 of this report.

The submission

1.11 This planning application is accompanied by:

Document	Consultant
Drawing package	Arch-e-tech
Landscape and Ecological Enhancement Plan	Vector Design Concepts
Finished levels plans	JNP
Surface water drainage scheme	JNP
Landscaping plan and management statement	AWS Landscapes
Sustainability strategy	Turley
Design & Access Statement	Turley
Planning Statement including Service Management Plan	Turley
Highways note including: <ul style="list-style-type: none">• Plan of vehicular route to site entrance• Vehicle tracking	Bryan G Hall
Travel Plan	Bryan G Hall

2. Site and Surroundings

The site

- 2.1 The site forms part of the former Rockingham Colliery. It is located to the east of Junction 36 of the M1 and is accessed from the Dearne Valley Parkway to the south. The Greene King plot will be accessed via a new spine road, currently under construction.
- 2.2 Planning permission was granted in January 2015 for a mixed use development comprising employment users, hotel, car showroom/ garage, and food and drink (LPA ref 2014/1055). An extract from the Gateway 36 masterplan is shown below at Figure 2.1. The application site is marked as 'Unit 8'.
- 2.3 A Site Location Plan is attached at **Appendix 1**.



Figure 2.1: Gateway 36 masterplan

The surroundings

- 2.4 To the north of the application site are four commercial units which are currently under construction.
- 2.5 These mid-sized industrial units will be branded as R-evolution @ Gateway 36 and are being delivered by Harworth Estates in partnership with the Council in order to accelerate the delivery of Phase 1. They will be ready to let from December 2015. Beyond the units are green fields.

- 2.6 To the east of the site are future development plots and a balancing pond, beyond lies green fields and woodland.
- 2.7 Immediately south of the site is Dearne Valley Parkway and beyond are green fields which also benefit from planning permission for employment uses.
- 2.8 To the west of the site is a plot proposed for fast food (Use Class A3) and the main access to Gateway 36. Beyond are residential dwellings and a small industrial estate.

Accessibility

- 2.9 The site is accessed from Dearne Valley Parkway, which is linked to Junction 36 of the M1. The site is surrounded by settlements including Birdwell, Hoyland and Tankersley.
- 2.10 There are bus stops within 450m on Regent Street, Hoyland Common, and Wood View, Birdwell.

3. Proposed Development

The Farmhouse Inn brand

- 3.1 Farmhouse Inn is a restaurant-led brand with an emphasis on Great British Food, quantity and value. There are no dedicated drinking areas, sport or loud music. Farmhouse Inns typically serve a choice of traditional and modern dishes, including a fresh daily carvery alongside a wider menu, a salad bar and homemade desserts.
- 3.2 Cask ales and good coffee are on offer together with a range of wines and soft drinks. However food typically represents over 70% of total sales with the majority of drinks being ancillary to meals.
- 3.3 Most of all, Farmhouse Inns offer a safe environment and a welcoming culture for the enjoyment of all their customers and the benefit of the surrounding community.

The local community

- 3.4 Farmhouse Inn restaurants have broad appeal: they are family-friendly with areas and menus for children but also appeal to adult dining, the 'grey' market and the business community. Facilities reflect this with 'soft' internal segregation between different customer groups, free Wi-Fi, informal meeting areas for business users and safe distraction areas for children.
- 3.5 The proposed Farmhouse Inn restaurant at Dearne Valley Parkway will be a facility for:
 - Staff and visitors to Gateway 36 Business Park
 - Residents of existing nearby communities
 - Passing trade on the road network

Design

- 3.6 Key features of the development include:
 - Gradual internal segregation between different customer groups
 - Safe area for children's distraction activities
 - Ease of access for wheelchair and other disabled users to dining and floor areas
 - Appropriate separation between bar and food areas
 - Access and circulation area around carvery buffet
 - Enhanced comfort for diners with larger tables and generous circulation space between tables
 - Disabled toilets, nappy changing, and children's toilets

- Kitchen, storage and preparation areas to meet Environmental Health Officer (EHO) requirements
 - Lobby areas to assist with noise and heat insulation and customer comfort levels
- 3.7 Full details of the design of the proposal are included within the accompanying Design and Access Statement.

Access and servicing

- 3.8 102 car parking spaces are proposed including provision for disabled customers. Four Sheffield Hoop stands would provide customer cycle parking for up to eight bicycles. A shed within the service yard would provide covered cycle parking for 10 staff bicycles.
- 3.9 The service yard is on the north eastern elevation of the restaurant. The management plan that would be adopted is enclosed at **Appendix 2**.

Opening hours

- 3.10 The typical opening hours of the development are 7am until 12am.

Delivery Hours

- 3.11 The delivery hours of the development are within the 7am until 11pm as set out in the outline permission.

Job creation

- 3.12 The proposal will generate between 70 and 80 local jobs (59 full time equivalents). Greene King's employees are their lifeblood and greatest asset, it is vital that they attract and retain the best people and develop and nurture talent. Local people will be employed in all positions where possible.
- 3.13 There is a clear focus on training and staff development which enhances the local supply pool. Level 2 NVQ qualifications are available to all employees and this is a key priority for the current business year. The company works closely with JobCentre Plus to provide opportunities through pre-employment training for the long-term unemployed and youth unemployment.
- 3.14 Support is given to the licensees and tailored to meet their needs, ensuring that they can make the most of their business.
- 3.15 In addition to this, construction jobs will be generated and there will be a commitment to use local suppliers where possible, creating a local supply chain and benefiting the wider local economy.



Figure 3.1: Greene King career path

4. Approvals Sought

- 4.1 Under permission 2014/1055, full planning permission has been granted for the formation of a new roadway and associated infrastructure.
- 4.2 With the exception of access, all matters relating to the layout, design, scale and landscaping have been reserved for the remainder of the development (condition 2)
- 4.3 This application seeks approval of those details for the amenity restaurant.

Parameters

- 4.4 The proposed development is within the A use classes floorspace parameter of 1,900 sq m set out in condition 6.
- 4.5 Building heights are within the parameters shown on the approved plan (condition 4).

Partial discharge of conditions

- 4.6 This application also seeks partial approval of the following details under permission 2014/1055:

Details	Condition number
Ground levels, finished floor levels, road levels	5
Disposal of surface water by means of a sustainable drainage system	7
Vehicular route	12
Travel Plan	14
Biodiversity mitigation and enhancement	19
Reduction in carbon dioxide emissions by 15%	27
BREEAM very good or equivalent	28

5. Planning Policy

The Development Plan

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act (2004) states that regard is to be had to the Development Plan for the purpose of any determination [of planning applications] to be made under the Planning Acts, the determination must be made in accordance with the Development Plan unless material considerations indicate otherwise.

Barnsley Unitary Development Plan (2000)

- 5.2 The wider site is allocated under Saved UDP Policy HN3/2 as the Rockingham Employment Site.

Barnsley Core Strategy (2011)

- 5.3 The Core Strategy sets out the strategic framework for growth across the Borough.
- 5.4 **Policy CSP1** (Climate Change) expects developments to reduce and mitigate the impact of growth on the environment and carbon emissions, ensure existing and new communities are resilient to climate change and increase the efficient use of resources through sustainable construction techniques and the use of renewable energy.
- 5.5 **Policy CSP2** (Sustainable Construction) expects development to minimise resource and energy consumption and to achieve at least BREEAM standard of 'very good' or equivalent.
- 5.6 **Policy CSP3** (Sustainable Drainage Systems/ SuDS) expects all developments to use SuDS. Only in exceptional circumstances, where it can be demonstrated that all types of SuDS are impractical, will other drainage management systems be permitted.
- 5.7 **Policy CSP5** (Renewable Energy in Developments) requires development to incorporate decentralised, renewable or low carbon energy sources in order to reduce carbon dioxide emissions by 15%.
- 5.8 **CSP25** (New Development and Sustainable Travel) expects development to provide minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people, and a maximum number of car parking spaces as set out in Supplementary Planning Document.
- 5.9 **Policy CSP29** (Design) sets out design principles.

Barnsley Car Parking SPD (2012)

- 5.10 The SPD offers guidance to developers, architects, agents and landowners considering submitting a planning application, and supplements Core Strategy Policy CSP25.
- 5.11 For Class A3 /A4 developments, the maximum parking standard are one space per:
- Four square metres gross floor area for customers or three diners
 - Each residential staff

- Three non-residential staff on duty at the busiest time

National Planning Policy Framework (2012)

- 5.12 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England, with the presumption in favour of sustainable development (paragraph 14).
- 5.13 The NPPF includes 12 core planning principles the most pertinent for this application is **core principle 4**: always seeks to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

6. Planning Appraisal

- 6.1 This section provides a planning appraisal of the information submitted pursuant to the reserved matters condition 2, and the other pre-commencement conditions of the hybrid permission.
- 6.2 The principle of the amenity restaurant has been established. The assessment below will therefore be limited to consideration of layout, scale, appearance, landscaping and the specific requirements of conditions 5, 7, 12, 19, 27 and 28.

Reserved Matters

- 6.3 The Proposed Development follows the principles that are set out in the Parameters Plan (See **Appendix 3**). The development is two storey, and its scale lies within the limits of eaves and the ridge as shown in the Parameters Plan.

Layout

- 6.4 The amenity restaurant building is located in the south east portion of the site, taking the form of a largely rectangular footprint allowing for views across the site towards the surrounding landscape areas, and future surrounding uses in the wider development area.
- 6.5 This arrangement allows for natural surveillance across the proposed customer car park and adjacent pedestrian footways.
- 6.6 The customer entrance to the restaurant is on the prominent southwest and northwest elevations of the proposed building, being clearly visible from Rockingham Roundabout to the south of the site. Customers can access the site and the building safely and securely.
- 6.7 Customer car parking will be sited to the south west and north west of the proposed restaurant. This represents the most efficient use of the site ensuring the site is used as efficiently as possible.

Scale

- 6.8 The scale and massing of the proposed development has been influenced by its location on an urban/ rural edge, and proximity to the domestic scale of properties which lie to the west of the application site.
- 6.9 It works positively with the site's prominent location at a key junction whilst acting as a transitional development between small scale residential uses to the west and large format commercial developments proposed in the wider development area, and already in place at Rockingham Industrial Estate.
- 6.10 The amenity restaurant building represents the only building on the site. The massing of the building is enhanced by the use of pitched roofs along all elevations and one and two storey high gable elevations. These features are used to mark prominent elevations and entrance points. The varied storey heights and roof forms break up the massing of the building and its roof line to give the building a more residential and domestic scale.

Appearance

- 6.11 The proposed building has been designed to reflect its use as an amenity restaurant, and its role within the wider regeneration area. The design of the building distinguishes itself from the mix of business and employment uses proposed on adjacent development sites.
- 6.12 The chosen style consists of a simple but high quality and durable palette of materials used within more traditional building forms and proportions, such as those within adjacent residential areas. The building includes built elements which are described as a 'farmhouse style' through features such as chimneys, traditional door and window detailing and bay windows.

Landscaping

- 6.13 The proposed landscaping scheme includes a mix of planting and lawns which define the edges of the site and help to set out principles for landscaping across the wider development whilst integrating the development into the wider area.
- 6.14 The patios to the north west and south west and customer entrances are visible from the site entrance and from Dearne Valley Parkway, enhancing accessibility for customers arriving on foot and by car.
- 6.15 Overall, the layout of the proposals provide a healthy and safe layout for pedestrians, cyclists and car-borne users.
- 6.16 In addition the development is of high quality and seeks to integrate design and landscape principles within the wider development, whilst providing prominent and distinctive elevations on Dearne Valley Parkway.
- 6.17 Based on the above, the design of the proposals is considered to follow the design principles set out in Policy CSP 29 of the Core Strategy.

Conditions

- 6.18 The following table sets out the requirements of the pre-commencement conditions specified above and provides a brief analysis of the documents submitted in support.

Condition	Requirements
5	Detailed plans shall accompany the Reserved Matters submission indicating existing ground levels, finished floor levels of all dwellings and associated structure, road levels and any proposed alternation to ground levels. Thereafter the development shall proceed in accordance with the approved plans.
A finished floor level (Drawing reference S10019-11) has been submitted in support of this condition.	

Condition	Requirements
7	<p>A scheme for the disposal of surface water by means of sustainable drainage system shall accompany the Reserved Matters application. The scheme shall include the following:</p> <ul style="list-style-type: none"> • Information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measure taken to prevent pollution of the receiving ground waters; • At timetable for its implementation; and • A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker or any other arrangements to secure the operation of the scheme through its lifetime. <p>The development shall be implemented in accordance with the approved sustainable drainage scheme and maintained thereafter in accordance with the approved management and maintenance plan.</p> <p>Disposal of surface water by means of a sustainable drainage system</p> <hr/> <p>A drainage plan (Drawing reference S10019-10) has been submitted in support of this condition.</p> <p>The wider site is served by a SUDS system which was approved via the outline and first reserved matters approvals. This comprises an enlarged drainage pond to the north east of the development platform. The pond is fed by surface water drainage pipes within the development infrastructure. The drainage plan indicates how the surface water from the application site is fed to the on-site infrastructure.</p> <p>The Proposed Development at will be accommodated by the existing SUDS system and does not exceed the maximum impermeable area of 3,975sqm.</p>
12	<p>The layout submitted as part of the Reserved Matters application shall include full details of a vehicular route to be provided from the sites entrance which leads through to the south western boundary of the site. The development and vehicular route shall thereafter be implemented in accordance with a timetable to be agreed in writing with the Local Planning Authority.</p> <hr/> <p>A highways note has been submitted in support of this condition, and is in line with the vehicle trip data as set out in Condition 10.</p> <p>The note concludes confirms the number of trips predicted to be generated by the proposed amenity restaurant is therefore within the level of trip generation which was approved in outline and there are no highway reasons why reserved matters approval should not be granted for the Proposed Development.</p>
14	<p>Within 6 months of the occupation of any unit, a detailed Travel plan shall be submitted to and approved in writing by the Local Planning</p> <hr/>

Condition	Requirements
	Authority. The plan shall indicate measures that will be put in place to encourage travel by modes other than the private car, and allow for regular reporting and monitoring to be undertaken. One approved the Travel Plan shall be fully implemented.
A Travel Plan has been submitted in support of this condition.	
19	Notwithstanding the details submitted within the ecological assessment, detailed plans shall be submitted with the Reserved Matters application indicating biodiversity mitigation and enhancement measures. Thereafter the development shall proceed in accordance with the approved details.
Drawing V11462 L04 has been submitted to support the application. The drawing provides detail of biodiversity and enhancement measures including bat boxes, bird boxes and hedgehog habitats off site. The drawing was submitted and approved as part of Reserved Matters application 2015/0091.	
27	Details shall accompany the Reserved Matters of a scheme to reduce the developments carbon dioxide emissions by at least 15% by using decentralised, renewable or low carbon energy sources or other appropriate design measures shall be submitted to and approved in writing the Local Planning Authority. The development shall be carried out in accordance with the approved details and upon completion of the development a report shall be submitted to and approved by the Local Planning Authority demonstrating that at least 15% reduction in carbon dioxide emission has been achieved. In the event that the use of other decentralised, renewable or low carbon energy sources, or other appropriate design measures are also required to achieve a 15% reduction in carbon dioxide emissions, full details of such proposals and a timetable for their implementation shall be submitted to and approved in writing by the Local Planning Authority. Prior to installation. The approved details shall be implemented in accordance with the approved timetable and all the approved measures shall be retained as operational thereafter.
A Sustainability Strategy has been submitted to support this condition, Greene King proposes:	
<ul style="list-style-type: none"> • A fabric First approach to design and construction in combination with appropriate energy efficiency measures which will reduce the energy demand of the restaurant. • A Heat Recovery Unit which will recover waste heat from the restaurants low carbon Air Source Heat Pump system and provide hot water further reducing carbon emissions. • An estimated 15% reduction in regulated carbon emissions above a 2010 Part L baseline 	
Please see the Sustainability Statement for further detail.	

Condition	Requirements
28	All buildings with the proposed development shall achieve BREEAM standard of 'very good' or equivalent. Upon completion of the development, an energy performance certificate shall be provided to the Local Planning Authority demonstrating that the required standard has been achieved and the measures provided to achieve the standard shall be retained as operational thereafter.

A Sustainability Strategy has been submitted to support this condition. Greene King Proposes:

Greene King does not feel the use of BREEAM is appropriate for the new restaurant given its scale and previous experience and proposes a bespoke Sustainability Strategy as an equivalent alternative that reflects the specific sustainability issues relevant to the restaurant and its location.

The proposed Sustainability Strategy recognises the unique operational demands of the restaurant whilst reflecting local sustainability priorities and the key objectives of BREEAM including:

- A Site Waste Management Plan to ensure the management of waste in accordance with the waste hierarchy and encourage re-use and recycling.
- Provision of high quality safe and secure cycle storage to encourage sustainable travel for staff and guests.
- Materials used in construction will be sustainably sourced in accordance with the Green Guide to Specification.
- Reduced water use minimised through the use of low flow fittings and suitable metering and monitoring.
- Operational waste measures including recycling facilities and food waste segregation will be implemented.
- A landscape strategy which will incorporate suitable measures to protect and enhance the site's biodiversity.
- Connection to the site wide surface water network which incorporates Sustainable Drainage and aims to reduce the risk of surface water flooding.

Please see the Sustainability Statement for further detail.

Other Matters

Access

- 6.19 Access has been agreed as part of the outline permission. A Highways Note is provided with the application which provides a plan of the vehicular route to the application site entrance and vehicle tracking.
- 6.20 As stated above, it confirms the number of trips predicted to be generated by the proposed amenity restaurant is therefore within the level of trip generation which was approved in outline and there are no highway reasons why reserved matters approval should not be granted for the proposed amenity restaurant.

7. Conclusion

- 7.1 This Planning Statement has been prepared by Turley on behalf of Greene King Property Developments Limited, Harworth Estates (Agricultural Land) Limited and EOS Inc Ltd in support of this reserved matters application which is submitted pursuant to conditions attached to outline planning permission 2014/1055.
- 7.2 The principle of the A3/A4 pub restaurant development has already been established through the above permission.
- 7.3 The reserved matters details have been informed following pre-application discussions with the Council. These discussions have confirmed the layout, scale and appearance of the proposed development to be acceptable.
- 7.4 This application seeks approval for details under conditions 5, 7, 12, 14, 19, 27 and 28 of hybrid planning permission 2014/1055.
- 7.5 It has been demonstrated that the submission as set out in Section 1 of this Statement meets the requirements of conditions 5, 7, 12, 14, 19, 27 and 28 of the outline planning permission in compliance with relevant policies of the Barnsley Core Strategy and advice contained within the NPPF.
- 7.6 Having regard to the details submitted, it is therefore clear that the development constitutes sustainable development which should be considered positively in accordance with the provisions of the NPPF. Taken with the development plan presumption in favour of sustainable development, this is considered to constitute compelling reasons to approve this reserved matters application.

Appendix 1: Site Location Plan

Appendix 2: Service Yard Management Plan

Appendix 3: Approved Parameters Plan

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