



Burger King, Barnsley

Transport Statement

Client: Burger King

i-Transport Ref: NM/JN/DG/ITL19141-002a

Date: 28 February 2025

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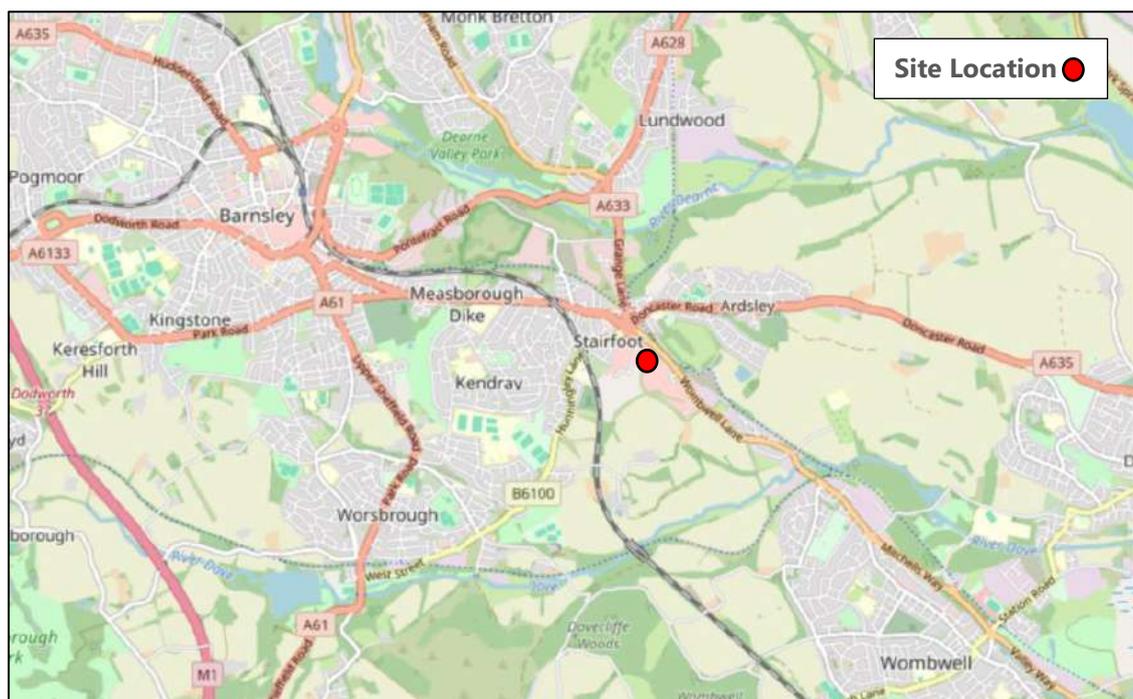
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SECTION 1 INTRODUCTION

- 1.1.1 Burger King UK Group Limited (hereafter referred to as Burger King) (the 'Applicant') has appointed i-Transport LLP to provide transport and highways advice in relation to a planning application for the construction of a 232sqm GFA drive-through restaurant located in the car park of Tesco Extra in Barnsley. The site is within the administrative boundary of Barnsley Metropolitan Borough Council (BMBC) who is also the local highway authority.
- 1.1.2 The proposed development will involve the construction of a new restaurant and drive-through lane on an area of existing car parking located near the entrance to the A633 Wombwell Lane. The section of the car park on which the proposed development is situated will be reconfigured with new car parking spaces. The site location is shown below in **Figure 1.1**.

Figure 1.1: Site Location



Source: OpenStreetMap

1.2 Planning History

- 1.2.1 The site benefits from planning permission for the erection of a restaurant pod (Use Class E (b)) with associated car parking, refuse area and landscaping (Application No. 2024/0741) which was permitted in December 2024. As such, no issues regarding highway or transport matters were raised from Barnsley Metropolitan Borough Council and its Highways department for the creation of a restaurant.

1.2.2 In summarising the application, the case officer responsible for the application summarises the position of the highway department as follows:

'The Highways DC Offer has no objection to the proposal. The development will be served by a sufficient number of car parking spaces and will not impact the availability of spaces within the wider retail park.'

1.3 Structure

1.3.1 This Transport Statement has been prepared to set out the transport and highways implications of the proposed development, namely the construction of a drive-through restaurant in place of the approved dine-in restaurant) and the subsequent impacts for the car park and servicing layout as well as access for pedestrians and cyclists.

1.3.2 The Transport Statement is structured as follows:

- Section 2 – Policy Context
- Section 3 – Existing Transport Conditions
- Section 4 – Development Proposal and Site Layout
- Section 5 – Traffic Impact and Trip Assessment; and
- Section 6 – Summary and Conclusions.

SECTION 2 POLICY CONTEXT

2.1 Introduction

2.2 This section sets out a review of national and local transport policy and guidance against which the proposal is to be assessed.

2.3 National Policy

National Planning Policy Framework December 2024 (NPPF)

2.3.1 The NPPF sets out the Government's planning policies and how these are expected to be applied. It also constitutes guidance for local planning authorities and decision takers both in drawing up plans and as a material consideration in determining applications.

2.3.2 The NPPF stresses that at ***"the heart of the framework is a presumption in favour of sustainable development"***.

2.3.3 Paragraph 115 states that development should ensure that:

a) sustainable transport modes are prioritised taking account of the vision of the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guidance and National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."

2.3.4 Paragraph 116 affirms that:

"Development should only be prevented or refused on highways grounds or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

2.3.5 This Transport Statement considers the requirements set out in the NPPF in the context of the proposed development.

2.4 Local Policy

Barnsley's Local Plan (Adopted 2019)

- 2.4.1 Barnsley's Local plan sets out the vision, strategy and policies for BMBC, guiding development in the area. Policy T3 'New Development and Sustainable Travel' sets out the policy regarding new development stating development will be expected to:

Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;

Provide a transport statement or assessment in line with guidance set out in the National Planning Policy Framework and guidance including where appropriate regard for cross boundary local authority impacts; and

Provide a travel plan statement or a travel plan in accordance with guidance set out in the National Planning Policy Framework including where appropriate regard for cross boundary local authority impacts. Travel Plans will be secured through a planning obligation or a planning condition.

- 2.4.2 Paragraph 12.51 states, in regard to Transport Assessments and Transport Statements:

"When considering whether a transport assessment will be needed, we must take account of local circumstances. For example, if there are significant local transport difficulties, we may need to carry out an assessment for developments below the thresholds in the guidance. However, where a proposed development is expected to generate relatively low numbers of trips or traffic flows, with minor transport impacts, a less detailed transport statement may be sufficient."

- 2.4.3 Appendix A within the 'Sustainable Travel' supplementary planning document (SPD) sets out the thresholds with restaurants and cafes (A3¹) only requiring a Transport Statement when the gross floor area (GFA) is between 300-2500 m². Whilst the site falls below this threshold, given it is close to the minimum threshold, the Applicant has prepared a Transport Statement.

- 2.4.4 The 'Parking' SPD sets out the requirements in terms of parking for development. Table 2.1 overleaf presents the parking requirements for restaurants and cafes (A3).

¹ Class E now amalgamates the former Class A1 (retail), Class A2 (financial and professional services), A3 (restaurants/cafes), B1 (offices) along with health/medical uses, creches, nurseries (all formerly D1 uses) and indoor sports/recreation (formerly D2 use)

Table 2.1: Parking Standards

| A3 Restaurants and Cafes | Parking Standard |
|--------------------------|--|
| Car Parking | 1 space per 4m ² gross floor area for customers. Where there are fixed seating areas for diners 1 space per 3 diners can be considered. And 1 space per residential staff. And 1 space per 3 non-residential staff on duty at the busiest time. |
| Cycle Parking | 1 long stay space per 20 staff; and 1 short stay space per 40m ² for visitors. |
| Disabled Parking | 1 space per known disabled motorist employee; and 5% of total actual provision plus 4% should be capable of enlargement or laid out as enlarged. |
| Motorcycle Parking | 1 space per 20 spaces with 1 space as a minimum. |

Source: Parking SPD BMBC

2.5 Summary

- 2.5.1 National and local policy guidance set out that developments that create substantial movements should be accompanied by a Transport Statement or, for larger schemes, a Transport Assessment. National and local policy both state that an adequate level of car and cycle parking is provided.
- 2.5.2 National policy is clear that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are deemed to be 'severe'.

SECTION 3 EXISTING TRANSPORT CONDITIONS

3.1 Introduction

3.1.1 This section of the Transport Statement sets out a review of the existing nearby transport conditions and includes a review of the site, the characteristics of the local highway network and the opportunities for walking, cycling and public transport provision.

3.2 The Site

3.2.1 The site is located to the east of Barnsley along the A633 Wombwell Lane, circa 350m southeast of Stairfoot Roundabout. The site is located within the existing car park of Tesco Extra and will use the area of the car park located adjacent to the A633 Wombwell Lane, immediately north of the petrol filling station.

3.2.2 The site is currently accessed via three entry points onto the internal road in the car park. There are zebra crossing points across each of these junctions. Pedestrian footways circulate the site and connect into a network of footways across the wider car park. A direct pedestrian link in the north-east of the corner is available for access to Wombwell Lane.

3.2.3 A site location plan is included as **Image 3.1**.

Image 3.1 Site Location Plan



3.3 Local Highway Network

- 3.3.1 The entrance to the car park from Wombwell Lane is in the form of a traffic signal controlled three arm junction. There is a controlled pedestrian crossing on the southern arm of the A633 Wombwell Lane, with a “walk with traffic” crossing of the site access arm.
- 3.3.2 There is also a bus only access road immediately adjacent to the southeast of the site connecting the A633 Wombwell Lane with the car park and takes the form of a standard priority junction.
- 3.3.3 The A633 Wombwell Lane is subject to a 40mph speed limit and is a two-way single carriageway that routes between Barnsley and Wombwell.
- 3.3.4 Accesses to other parts of the wider retail park are also taken from the internal access road and entrance from the A633 Wombwell Lane. This includes the petrol filling station and Wombwell Lane Retail Park located to the southeast of the site.

3.4 Baseline Car Park Survey – Tesco Extra

- 3.4.1 The current provision of parking spaces at the wider site is 763, of which 692 are recorded as ‘standard’ bays.
- 3.4.2 A car park occupancy survey was undertaken on Saturday 22nd and Sunday 23rd October 2022. The number of occupied spaces were recorded in 60-minute intervals between the hours of 0900-1800 on both days. The peak of the survey results for each survey day is summarised in Table 3.1 below. The full survey results are provided at Appendix A.

Table 3.1: Peak Parking Accumulation – Surveyed Baseline

| Day | Time | Parking Accumulation | Occupancy (763 Spaces) |
|---|---|----------------------|------------------------|
| Saturday 22 nd October 2022 | Peak Accumulation Hour (12:00 – 13:00) | 346 | 45.3% |
| Sunday 23 rd October 2022 | Peak Accumulation Hour (13:00 – 14:00) | 345 | 45.2% |

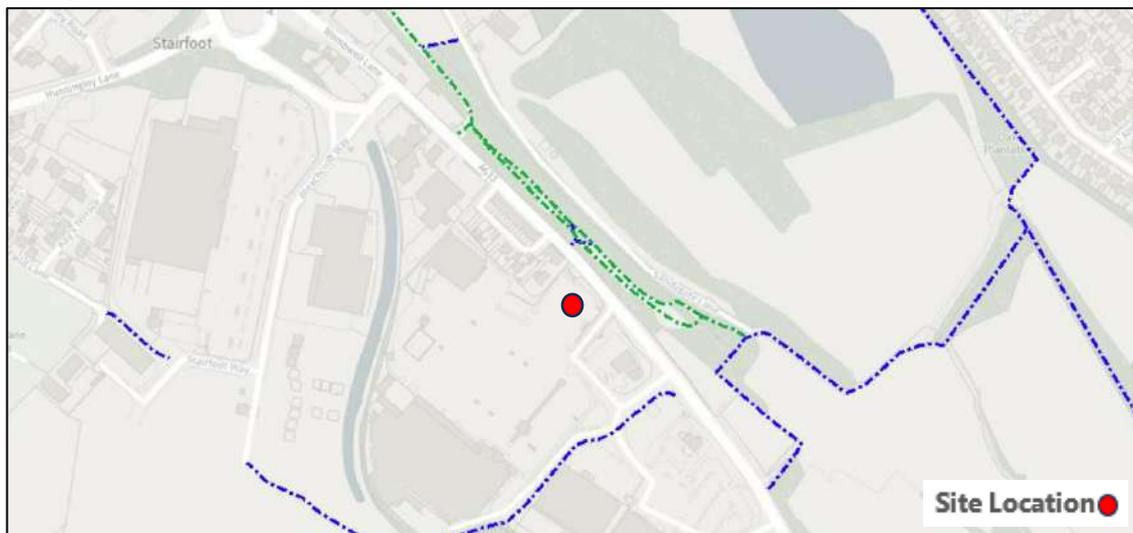
Source: Tesco

- 3.4.3 The car parking data displayed in Table 3.1 shows that more than half of parking capacity was free during the peak hour of parking demand at the site.

3.5 Walking and Cycling

- 3.5.1 The walking facilities within the vicinity of the site are good, with footways being typically 2.5m wide within the wider car park area. There are also zebra crossing points located throughout the car park area.
- 3.5.2 Along the A633 Wombwell Lane there are footways along both sides of the carriageway which are street lit. The width of the footways along both sides of the carriageway varies in width from circa 1.5m to 2.0m.
- 3.5.3 Signalised pedestrian crossing points are located at the junction with the access to the car park on the southern arm of the A633 Wombwell Lane as well as at the junction with Bleachcroft Way to the northwest of the A633 Wombwell Lane.
- 3.5.4 There is a bridleway (429) located on the opposite side of the A633 Wombwell Lane which follows the direction of the A633 Wombwell Lane. **Image 3.2** overleaf shows the Public Rights of Way in the vicinity of the site, as shown on the interactive map on BMBC's website.

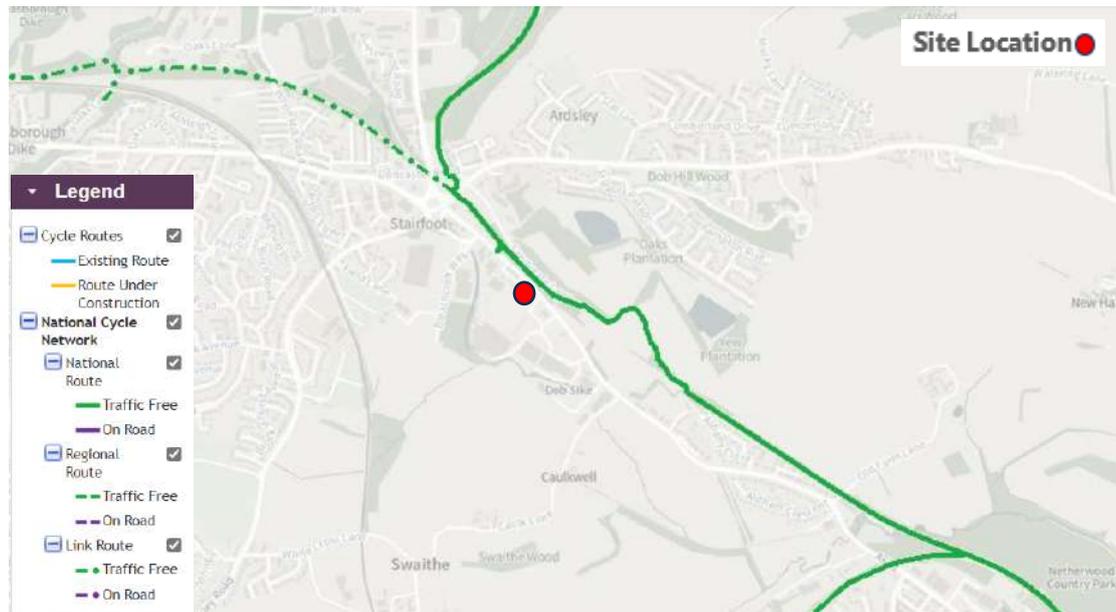
Image 3.2: Extract of BMBC PROW



Source: Barnsley Metropolitan Borough Council Interactive Map

- 3.5.5 With regard to cycling, the bridleway (429) located on the opposite side of the A633 Wombwell Lane is also a traffic free cycle route that leads on to a disused railway path that heads northwest into Barnsley as well as dividing and heading north towards settlements such as Carlton. To the southeast the cycle route leads to Wombwell and settlements such as Bolton upon Dearne.
- 3.5.6 **Image 3.3** overleaf is an extract from BMBC's interactive mapping showing the route.

Image 3.3: Extract of BMBC Cycle Routes Map



Source: Barnsley Metropolitan Borough Council Interactive Map

3.5.7 As a result, the provision of these walking and cycling facilities provide good opportunities for sustainable travel to and from the site.

3.6 Public Transport

3.6.1 There is bus stops located on the A633 Wombwell Lane with the southbound stop located circa 90m to the northwest of the site and the northbound stop located circa 40m to the southeast of the site and on the opposite side of the bus only access. The stops are served by frequent services, as summarised in Table 3.4 below.

Table 3.4: Summary of Bus Services from the A633 Wombwell Lane Bus Stops

| Service | Route | Frequency | | |
|---------|--|-----------|-----------|--------|
| | | Weekday | Saturday | Sunday |
| 22X | Barnsley Town Centre – Rotherham Town Centre | c.13 mins | c.20 mins | Hourly |
| 226 | Barnsley Interchange - Thurnscoe | c.30 mins | 30 mins | Hourly |
| X20 | Doncaster Town Centre – Barnsley Interchange | Hourly | Hourly | - |

Source: Traveline (Accessed January 2025)

3.6.2 As demonstrated by Table 3.2, the bus services that are accessible within the vicinity of the site provide frequent services throughout the day for travel to key destinations such as Barnsley and Wombwell, as well as further afield destinations.

3.6.3 The site is therefore considered to be well connected for use by staff and customers via public transport throughout the week.

3.7 **Summary**

3.7.1 Overall, it can be concluded that the site has a good range of sustainable journey opportunities including access to frequent bus services, providing connection to Barnsley and Wombwell and good local pedestrian and cycling routes within the vicinity of the site. Therefore, the site is well positioned in a location where it can facilitate travel for staff and customers via a range of sustainable and active travel modes.

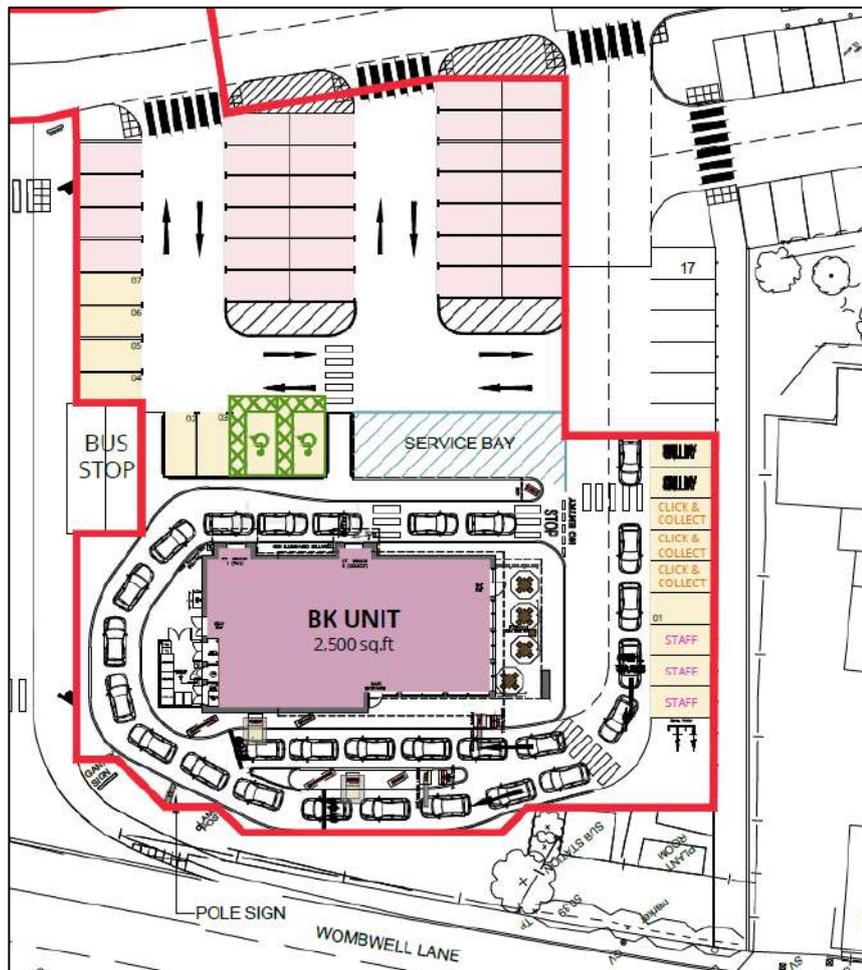
SECTION 4 DEVELOPMENT PROPOSAL

4.1 Proposal

4.1.1 The proposed development is for the construction of a 232sqm drive-through restaurant, intended to be occupied by the applicant, Burger King. The proposal includes the re-provision of 47 parking spaces for visitors of the restaurant including blue badge spaces and dedicated staff spaces, cycling parking and a servicing bay.

4.1.2 The proposed layout is included with Appendix B and an extract of the layout is shown below in **Image 4.1**.

Image 4.1: Extract of Proposed Site Layout



Source: Project Architect

4.2 Access

4.2.1 There are no proposed changes to the access to the wider site with this area of parking maintaining its three access points to the main site access road. Pedestrian access is also maintained from the dedicated link to/from Wombwell Lane.

4.3 Parking

4.3.1 The existing 102 standard parking spaces within the site red line boundary will be reduced to a total of 47 parking spaces, comprised of 37 standard car parking spaces, 2 disabled parking spaces, 3 dedicated staff parking spaces, 3 click and collect bays and 2 'grill bays'.

4.3.2 The two 'grill bay' spaces will be provided opposite the exit of the drive-through. A grill bay is a designated area for a car to wait should a food order require an extended cooking time. By allowing these customers to park clear of the drive-through lane, throughput is maintained, thus minimising any queueing and/or delay to other customers.

4.3.3 The two click and collect bays will be provided to the front of the restaurant to accommodate customers who have ordered ahead and will temporarily park to collect an order.

4.3.4 Given the significant spare capacity available at the wider site, a reduction of 55 spaces (to a total of 708) will not result in any shortfall of parking at the site. In addition, the opportunity to drive-through as opposed to a standalone 'dine-in restaurant (where all vehicles will need to park) will reduce the reliance upon parking and parking demand when visiting.

4.3.5 This reduction is equivalent to less than 10 additional parking spaces removed compared to the extant permission.

4.4 Servicing and Delivery

4.4.1 Servicing and delivery will take place within the site where a dedicated loading bay will be located as shown on the site layout plan attached in Appendix B. The space will be located to the north of the proposed building and will have space to accommodate a 10m HGV for delivery activity. Swept path analysis is provided as Appendix C. This arrangement remains the same as per the extant permission.

SECTION 5 TRAFFIC IMPACT AND ASSESSMENT

5.1 Introduction

5.1.1 This section of the Transport Statement considers the traffic impact of the scheme. It sets out the potential traffic generation of the proposed development with the implementation of a drive-through lane and compares this against the approved, 'dine-in' restaurant.

5.1.2 For context, the derived trip generation associated with a dine-in restaurant, provided in planning application 2024/0741 (and the i-Transport supporting Transport Statement to that application (document ref: ITL19141-001)) is set out below, and is the agreed permitted trip generation to the site. Accordingly, the net increase of trips against that approved baseline is subsequently identified as the 'traffic impact' of the proposal for assessment.

5.2 Baseline Position

5.2.1 To determine what impact the addition of a drive-through lane to a dine-in restaurant (the approved baseline) would be in terms of the number of trips, a TRICS analysis would often be the starting point. However, a review of the TRICS database demonstrates that there are no surveys available for any fast-food operator in the standalone restaurant category to accurately determine the likely trip demand of a fast-food restaurant without a drive-through lane.

5.2.2 i-Transport has previously commissioned surveys at operational Burger King drive-through restaurants in Poole and Nottingham, in relation to other planning applications² which can be used to understand specific drive-through lane demand. This enables a drive-through lane specific trip demand to be derived. This allows for a reasonable assessment of additional demand as a result of the installation of a drive-through lane when compared to the consented baseline of a dine-in restaurant.

5.2.3 On further review, the operational Burger King drive-through restaurant at Lady Bay Retail Park, Nottingham is identified as most comparable.

5.2.4 It is comparable to the application site in the following aspects:

- The restaurant is operated by Burger King;
- The restaurant has a very similar floor area as the application site (~325sqm);

² North Somerset Council – Planning Ref: 21.P.0351.FUL & Charnwood Borough Council – Planning Ref: P/23/0818/2).

- The restaurant is within a retail park/wider retail area (and therefore the potential for linked trips is similar); and
- The Burger King is adjacent to a major road (the A612) (and therefore the potential for pass-by trips is similar – the Barnsley site is adjacent the A633).

5.2.5 On this basis, the survey site at Lady Bay Retail Park, Nottingham is representative and appropriate to establish trip demands of a Burger King drive-through lane. This is based on surveys undertaken on Thursday 13th July and a Saturday 15th July 2023 during the typical 'lunchtime peak' (between 12:30 and 14:30) and 'dinner peak' (between 16:30 and 18:30). The survey recorded all movements in to the site, every 15 minutes, as well as the exact demand for the drive-through lane and arrival/departure at each stage of the drive-through lane (order, payment and collect).

Drive-Through Demand

5.2.1 The peak hour trip demand for both a weekday and weekend day of the operational Burger King at Lady Bay Retail Park, Nottingham, as obtained by the survey, is summarised in **Table 5.1**

Table 5.1 – Surveyed Site – Total Vehicular Trips

| Period | Vehicular Trip Generation | | |
|---|---------------------------|-----|---------|
| | In | Out | Two-Way |
| Weekday Lunchtime Peak Hour (12:30 – 13:30) | 28 | 31 | 59 |
| Weekend Lunchtime Peak Hour (13:00 – 14:00) | 23 | 21 | 44 |

Note: Numbers may not sum due to rounding

5.2.2 A separate survey count was then undertaken at the drive-through lane to understand specific trip-demand for the drive-through lane exclusively, as summarised in **Table 5.2** overleaf.

Table 5.2 – Surveyed Site – Total Drive-Through Trips

| Period | Vehicular Trip Generation | | | Percentage of Drive-Through Demand relative to total site demand |
|---|---------------------------|-----|---------|--|
| | In | Out | Two-Way | |
| Weekday Lunchtime Peak Hour (12:30 – 13:30) | 8 | 7 | 15 | 25% |
| Weekend Lunchtime Peak Hour (13:00 – 14:00) | 9 | 7 | 16 | 36% |

Note: Numbers may not sum due to rounding

- 5.2.3 The Lady Bay Retail Park restaurant is circa 325sqm in size. Accordingly, **Table 5.3** below derives a vehicle trip rate for the drive-through lane itself.

Table 5.3 – Surveyed Site – Vehicular Trip Rate per 100sqm – Drive-Through Demand

| Period | Vehicular Trip Generation | | |
|---|---------------------------|-------|---------|
| | In | Out | Two-Way |
| Weekday Lunchtime Peak Hour (12:30 – 13:30) | 2.667 | 2.275 | 4.875 |
| Weekend Lunchtime Peak Hour (13:00 – 14:00) | 3.375 | 2.275 | 5.200 |

Note: Numbers may not sum due to rounding

Proposed Development Trip Generation – Drive-Through

- 5.2.4 **Table 5.4** overleaf applies the above calculated trip rate and applies it to the circa 230sqm restaurant at this site. This identifies as a worst case in the likely generated trips associated with the site as, in reality, it is expected that some vehicles would already be visiting the Burger King (i.e. trips already deemed acceptable) and would transfer from parking to using the drive-through lane. However, to provide a robust assessment, it is assumed the trips shown in Table 5.4 are wholly new to the site.

Table 5.4 Proposed Site (230sqm) – Anticipated Trip Demand for Drive-Through

| Period | Vehicular Trip Generation | | |
|---|---------------------------|-----|---------|
| | In | Out | Two-Way |
| Weekday Lunchtime Peak Hour (12:30 – 13:30) | 6 | 5 | 11 |
| Weekend Lunchtime Peak Hour (13:00 – 14:00) | 8 | 5 | 12 |

Note: Numbers may not sum due to rounding

- 5.2.5 On this basis, it is anticipated between six and eight vehicles, circa one vehicle every 10 minutes, will seek to visit the site to make use of the drive-through lane.

Consented Development Trip Generation – Dine-in Restaurant

- 5.2.6 To allow an assessment as to the level of change compared to the consented baseline permission of a dine-in restaurant, the accepted level of trips (as per Table 5.3 of the original TS for that application (i-Transport ref: ITL19141-001)) is replicated in Table 5.5 below.

Table 5.5 – Consented Site – Anticipated Trip Demand

| Period | Vehicular Trip Generation | | |
|---|---------------------------|-----|---------|
| | In | Out | Two-Way |
| Weekday Lunchtime Peak Hour (12:30 – 13:30) | 11 | 14 | 25 |
| Weekend Lunchtime Peak Hour (13:00 – 14:00) | 16 | 19 | 35 |

Note: Numbers may not sum due to rounding Source: Table 5.3 of ITL19141-001)

- 5.2.7 Accordingly, Table 5.6 overleaf details the proposed total trip generation under this application, albeit it should be noted the forecast drive-through demand has simply been added to the consented dine-in demand. In reality, it is expected some vehicles that would visit the dine-in restaurant would convert to drive-through, rather than purely resulting in additional demand.

Table 5.6 Total Anticipated Trip Demand

| Period | Vehicular Trip Generation | | |
|---|---------------------------|-----|---------|
| | In | Out | Two-Way |
| Weekday Lunchtime Peak Hour (12:30 – 13:30) | 17 | 19 | 36 |
| Weekend Lunchtime Peak Hour (13:00 – 14:00) | 24 | 24 | 47 |

Note: Numbers may not sum due to rounding

5.2.8 Based on Table 5.6, the development will result in circa 18 – 24 vehicles visiting the site in the weekday and weekend peak hours. Outside of these daily peaks, demand for the drive-through lane and dine-in will be lower. This is a circa 6-8 additional vehicles per hour compared to the consented dine-in restaurant (noting that the actual increase will potentially be lower due to make drive-through customers just reassigning from being a dine-in customer (who would have driven and parked, rather than driving through).

5.3 Timing Assessment

5.3.1 Burger King has advised the total average 'speed of service' per vehicle is three minutes. This covers the period from the vehicle entering the drive-through lane to exiting. By default, drive-through lanes provide for vehicles to move through stages during the order and collection process, with vehicles first accommodated at an ordering point and then subsequently at a payment and then at a collection point.

5.3.2 i-Transport has previously commissioned surveys at operational Burger King drive-through restaurants in Poole and Nottingham, in relation to other planning applications³ to determine the detailed timings of vehicles passing through the ordering process.

5.3.3 The resulting timings, and therefore those used in this assessment are:

- Arrival and placing of order at ordering point – 45 seconds
- Movement to payment window and payment – 45 seconds
- Collection of food and departure – 1min 30 seconds.

5.3.4 This provides for the total 'speed of service' as being three minutes.

³ North Somerset Council – Planning Ref: 21.P.0351.FUL & Charnwood Borough Council – Planning Ref: P/23/0818/2).

- 5.3.5 Assuming a flat arrival profile of the data in **Table 5.3**, which is shown to result in a vehicle arriving on average every two minutes, the next vehicle will enter the drive-through lane after the first car has departed the collect window.
- 5.3.6 In the event vehicles do not arrive at the drive-through in a flat profile, the site layout provides ample space to accommodate vehicles within the drive through lane.
- 5.3.7 Notwithstanding the above, the site also proposes two 'grill bays' as a form of queue management/mitigation system. A grill bay is a designated area for a car to wait should a food order require an extended cooking/preparation time. By allowing these customers to park clear of the drive-through lane, throughput is maintained, thus minimising any queueing and/or delay to other customers.
- 5.3.8 In summary, the net additional traffic compared to the extant position is not expected to result in material impacts on the local highway network.

SECTION 6 SUMMARY AND CONCLUSIONS

- 6.1.1 Burger King UK Group Limited (hereafter referred to as Burger King) (the 'Applicant') has appointed i-Transport LLP to provide transport and highways advice in relation to a planning application for the construction of a 232sqm GFA Burger King drive-through restaurant located in the car park of Tesco Extra in Barnsley.
- 6.1.2 The site is located to the east of Barnsley along the A633 Wombwell Lane, circa 350m southeast of Stairfoot Roundabout. The site is located within the existing car park of Tesco Extra and will use the area of the car park located adjacent to the A633 Wombwell Lane, immediately north of the petrol filling station.
- 6.1.3 The proposed development is for the construction of a 232sqm GFA drive-through restaurant, intended for occupation by the applicant. The proposal includes the re-provision of 47 parking spaces including disabled spaces and dedicated staff spaces (to reflect later opening hours), cycle parking and a servicing bay.
- 6.1.4 The site benefits from planning permission for the erection of a restaurant pod (Use Class E (b)) with associated car parking, refuse area and landscaping (Application No. 2024/0741) which was permitted in December 2024. As such, no issues regarding highway or transport matters were raised from Barnsley Metropolitan Borough Council and its Highways department for the creation of a restaurant.
- 6.1.5 The site has a good range of sustainable journey opportunities including access to frequent bus services, providing connection to Barnsley and Wombwell and good local pedestrian and cycling routes within the vicinity of the site. Therefore, the site is well positioned in a location where it can facilitate travel for staff and customers via a range of sustainable and active travel modes.
- 6.1.6 A first principles assessment of the change in trips resulting from the creation of a drive-through restaurant compared to the consented dine-in restaurant has been undertaken based on a survey of a comparable Burger King drive-through restaurant.
- 6.1.7 This demonstrates that the creation of a drive through facility compared to the consented dine-in restaurant could attract up to six and eight vehicles during peak trading hours (equivalent to circa one vehicle every 10 minutes).. When added to the accepted trip attraction for the permitted dine-in restaurant, a total of circa 18 – 24 vehicles are expected to be visiting the site in the weekday and weekend peak hours. Outside of these daily peaks, demand for the drive-through lane and dine-in will be lower.

6.1.8 Accordingly, this level of change is unlikely to result in material impacts on the local highway network.

6.1.9 The proposal, which results in a net reduction in car parking at the site by 55 spaces, results in the retention of 708 parking spaces available for retail park customers (both Tesco and Burger King). A baseline survey identified not even half of parking at the site was taken up at the busiest times for the Tesco store and therefore the residual parking provision will continue to more than adequately accommodate demand from both the Tesco and Burger King stores.

6.2 **Conclusion**

6.2.1 On the basis of the above, it is concluded the proposal will not result in a material impact on the surrounding local highway network or its safe operation.

6.2.2 Accordingly, the development is acceptable in transport terms.

APPENDIX A. Baseline Parking Demand

TESCO BARNESLEY - CAR PARK OCCUPANCY SURVEY 22ND OCTOBER 2022

SURVEY DETAILS

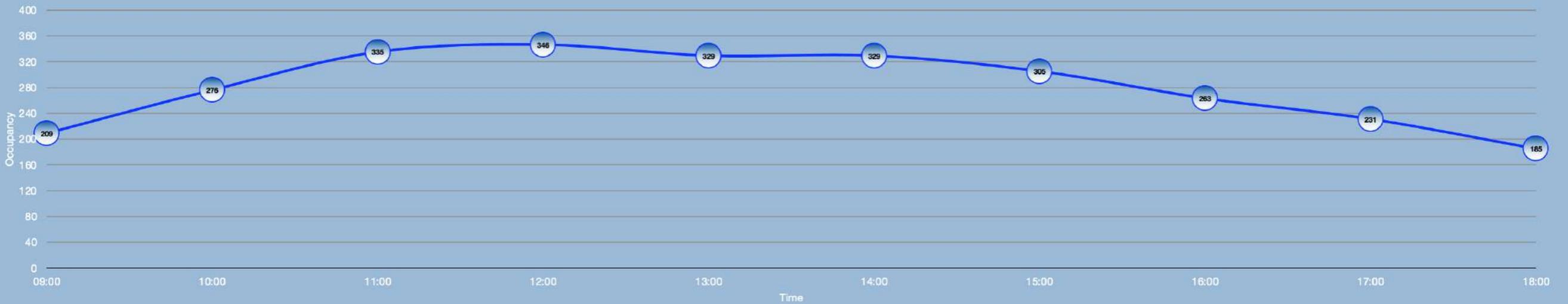
| | |
|--------------------|---|
| Survey Date(s): | Saturday, 22 nd and Sunday, 23 rd October 2022 |
| Survey Location: | Tesco Barnsley, Wombwell Lane, Barnsley, S70 3NS |
| Survey Background: | <p>Tesco Extra Barnsley is located approximately a 1.97 mile driving distance south-east from the centre of Barnsley in Stairfoot. It is in close proximity to Hunningley Primary School and Stairfoot Business Park. The store is also a short walking distance from Kendray Hospital, Birk Avenue Park, Ashville Medical Practice and Oaks Business Park.</p> <p>Hourly aerial photographs were taken from two vantage points of the upper level car park from 09:00am – 06:00 pm., on Saturday 22nd October and a hourly manual occupancy count was obtained from 10:00 am to 12:00 Noon due to poor weather and aerial photographs from 01:00 pm to 04:00 pm on 23rd October in order to provide an overview of the car park and visual interpretation of the peak times during the day. Heatmaps have been generated from the hourly occupancy data, Red 100% depicting a bay occupied every hour, whilst blue 0% represents zero occupancy.</p> |

CAR PARK DETAILS

| | |
|---|--|
| Current Car Park Management : | Horizon Parking |
| Current Car Park Control: | DPC |
| Site Access: | Single entrance/exit via Wombwell Lane |
| Total Number of standard parking spaces: | 692 |
| Number of disabled parking spaces: | 32 |
| Number of Parent & Child parking spaces: | 29 |
| Details of any other spaces used for ie. electric vehicle charging/cycle/motorcycle/car wash/recycling facilities/ATM's | 4 electric vehicle charging bays Motorcycle bays |
| Survey Notes: | <p>Two rows of bays in the first parking aisle north-west of site has been converted to a large click and collect area.</p> <p>The second parking aisle north-west of store has 4 bays reserved for charging of electric vehicles.</p> |

Car Park Occupancy Count Survey

| Location | Tesco Barnsley Extra | | | | | | | | | | | | | | |
|-----------------------------|----------------------|---------------|-----|---------------|-----|---------------------|-----|----------------------|-----|------------------------|------|---------------|----|-------|-------|
| Available bays | | 692 | | 32 | | 29 | | 6 | | 4 | | 0 | | 763 | |
| Date | Time | Standard bays | | Disabled bays | | Parent & Child bays | | Click & Collect bays | | Electric Charging Bays | | Car Wash bays | | Total | |
| Saturday, 22nd October 2022 | 09:00 | 185 | 27% | 13 | 41% | 5 | 17% | 4 | 67% | 2 | 50% | 0 | 0% | 209 | 27.4% |
| | 10:00 | 238 | 34% | 19 | 59% | 15 | 52% | 1 | 17% | 3 | 75% | 0 | 0% | 276 | 36.2% |
| | 11:00 | 278 | 40% | 28 | 88% | 25 | 86% | 0 | 0% | 4 | 100% | 0 | 0% | 335 | 43.9% |
| | 12:00 | 286 | 41% | 29 | 91% | 26 | 90% | 1 | 17% | 4 | 100% | 0 | 0% | 346 | 45.3% |
| | 13:00 | 283 | 41% | 22 | 69% | 21 | 72% | 0 | 0% | 3 | 75% | 0 | 0% | 329 | 43.1% |
| | 14:00 | 283 | 41% | 21 | 66% | 18 | 62% | 1 | 17% | 0 | 0% | 0 | 0% | 323 | 42.3% |
| | 15:00 | 260 | 38% | 14 | 44% | 28 | 97% | 0 | 0% | 3 | 75% | 0 | 0% | 305 | 40.0% |
| | 16:00 | 216 | 31% | 20 | 63% | 25 | 86% | 0 | 0% | 2 | 50% | 0 | 0% | 263 | 34.5% |
| | 17:00 | 199 | 29% | 14 | 44% | 15 | 52% | 1 | 17% | 2 | 50% | 0 | 0% | 231 | 30.3% |
| | 18:00 | 159 | 23% | 11 | 34% | 14 | 48% | 0 | 0% | 1 | 25% | 0 | 0% | 185 | 24.2% |



| Tesco Barnsley Extra | |
|------------------------|-------|
| Peak Time | 12:00 |
| Occupancy Count | 346 |
| % | 45.3% |
| No. of unoccupied bays | 417 |

Tesco Barnsley Extra



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 Do not scale from this drawing

Note:
 1. Information is based on an hourly drone survey carried out between the hours of 09:00 & 18:00 on Saturday 22nd October 2022.

- Key:
- Occupancy 100%
 - Occupancy 90%
 - Occupancy 80%
 - Occupancy 70%
 - Occupancy 60%
 - Occupancy 50%
 - Occupancy 40%
 - Occupancy 30%
 - Occupancy 20%
 - Occupancy 10%
 - Occupancy 0%

| Rev | Date | Amendment |
|-----|------|-----------|
| | | |

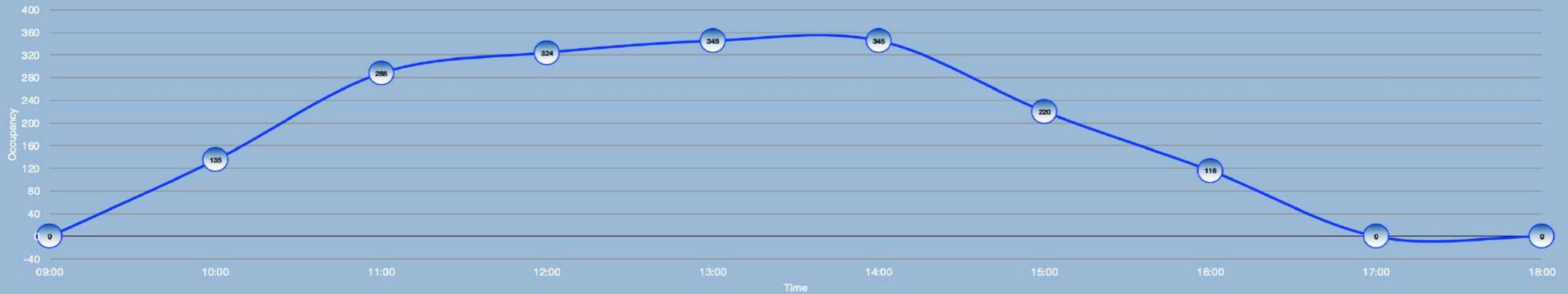
| Status | | |
|--|---------------------|---------------|
| INFORMATION | | |
| Project No 3666 2814 | Dwg No SK01 | Rev - |
| Dwg Title Occupancy Survey Heat Mapping Day 1 | | |
| Date Nov 2022 | Scale 1:500 @ A1 | |
| Drawn DJW | Designed TT | Checked TT |
| Project Tesco Barnsley Extra (2814) Wombwell Lane, Barnsley S70 3NS | | |
| Client  | | |
|  CREATE THE DIFFERENCE Gleneagles Project Services Ltd 2 Pelton Place, Bradley Business Park, Dyson Wood Way, Huddersfield, HD2 1GT Tel: 01484 422219 Email:enquiries@gps-td.co.uk | | |

TESCO BARNESLEY EXTRA - CAR PARK OCCUPANCY SURVEY

23 OCTOBER 2022

Car Park Occupancy Count Survey

| Location | Tesco Barnsley Extra | | | | | | | | | | | | | | |
|---------------------------|----------------------|---------------|-----|---------------|-----|---------------------|------|----------------------|-----|------------------------|-----|---------------|----|-------|-------|
| Available bays | | 692 | | 32 | | 29 | | 6 | | 4 | | 0 | | 763 | |
| Date | Time | Standard bays | | Disabled bays | | Parent & Child bays | | Click & Collect bays | | Electric Charging Bays | | Car Wash bays | | Total | |
| Sunday, 23rd October 2022 | 09:00 | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0.0% |
| | 10:00 | 116 | 17% | 6 | 19% | 11 | 38% | 0 | 0% | 2 | 50% | 0 | 0% | 135 | 17.7% |
| | 11:00 | 238 | 34% | 19 | 59% | 28 | 97% | 0 | 0% | 3 | 75% | 0 | 0% | 288 | 37.7% |
| | 12:00 | 274 | 40% | 16 | 50% | 29 | 100% | 2 | 33% | 3 | 75% | 0 | 0% | 324 | 42.5% |
| | 13:00 | 301 | 43% | 13 | 41% | 27 | 93% | 1 | 17% | 3 | 75% | 0 | 0% | 345 | 45.2% |
| | 14:00 | 239 | 35% | 17 | 53% | 24 | 83% | 2 | 33% | 0 | 0% | 0 | 0% | 282 | 37.0% |
| | 15:00 | 182 | 26% | 14 | 44% | 23 | 79% | 0 | 0% | 1 | 25% | 0 | 0% | 220 | 28.8% |
| | 16:00 | 107 | 15% | 2 | 6% | 6 | 21% | 0 | 0% | 1 | 25% | 0 | 0% | 116 | 15.2% |
| | 17:00 | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0.0% |
| 18:00 | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0.0% | |



| Tesco Barnsley Extra | |
|------------------------|-------|
| Peak Time | 13:00 |
| Occupancy Count | 345 |
| % | 45.2% |
| No. of unoccupied bays | 418 |

Tesco Barnsley Extra



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Note:

- Information is based on an hourly drone survey carried out between the hours of 10:00 & 16:00 on Sunday 23rd October 2022.

Key:

- Occupancy 100%
- Occupancy 90%
- Occupancy 75%
- Occupancy 60%
- Occupancy 45%
- Occupancy 30%
- Occupancy 15%
- Occupancy 0%

| Rev | Date | Amendment |
|-----|------|-----------|
| | | |

INFORMATION

| | | |
|-------------------------|----------------|----------|
| Project No 3666 2814 | Dwg No SK02 | Rev - |
|-------------------------|----------------|----------|

Dwg Title
Occupancy Survey Heat Mapping
Day 2

| | |
|------------------|---------------------|
| Date Nov 2022 | Scale 1:500 @ A1 |
|------------------|---------------------|

| | | |
|--------------|----------------|---------------|
| Drawn DJW | Designed TT | Checked TT |
|--------------|----------------|---------------|

Project
Tesco Barnsley Extra (2814)
Wombwell Lane, Barnsley S70 3NS



APPENDIX B. Proposed Site Layout

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Fax. +44 (0)1780 755 360

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DRAWING TO BE READ IN COLOUR

SITE ADDRESS:

WOMBWELL LANE
BARNSELY
S70 3NS

LEGEND:

 **BK PLANNING BOUNDARY**

CAR PARKING NUMBERS:

| PARKING NUMBERS | | | | |
|-----------------|-----------------|---------------|------------|-------|
| CAR PARKING | CLICK & COLLECT | DISABLED BAYS | STAFF BAYS | TOTAL |
| 7 | 3 | 2 | 3 | 15 |

KEY:

-  = SERVICE ZONE NO PARKING
-  = DISABLED PARKING SPACES
-  = STAFF = CLICK & COLLECT BAY
-  = CLICK & COLLECT
-  = BK PARKING
-  = TESCO PARKING

P02 GRAPHICS ADDED ND 14.01.25

P01 ISSUED ND 18.12.24

Rev No Description Drawn By Date

URBANEDGE
architecture / landscape / masterplanning

Client
BKUK GROUP LIMITED

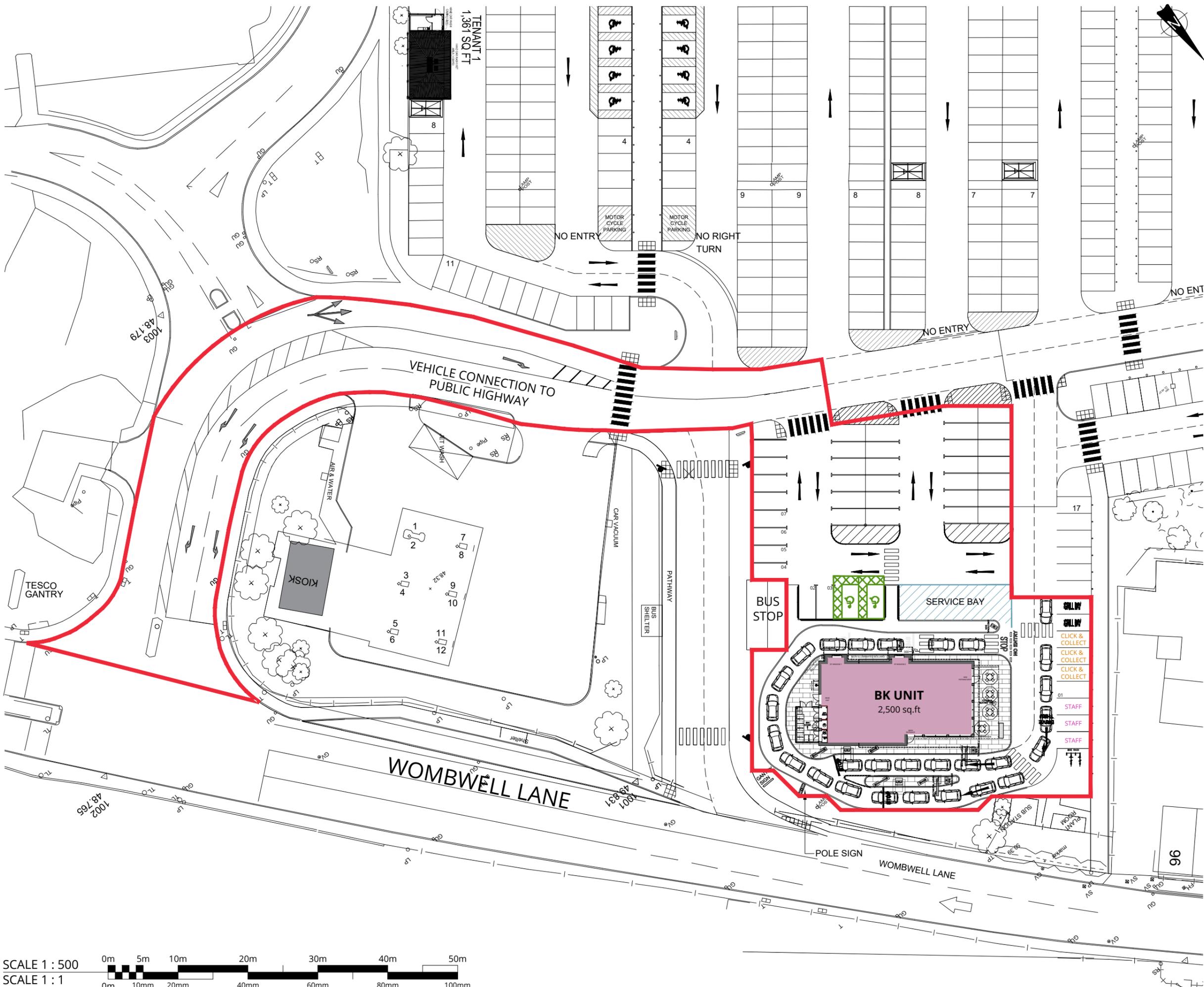
Project
BURGER KING BARNSELY

Drawing
**PROPOSED BLOCK PLAN
2500 SQ.FT
DRIVE-THRU UNIT**

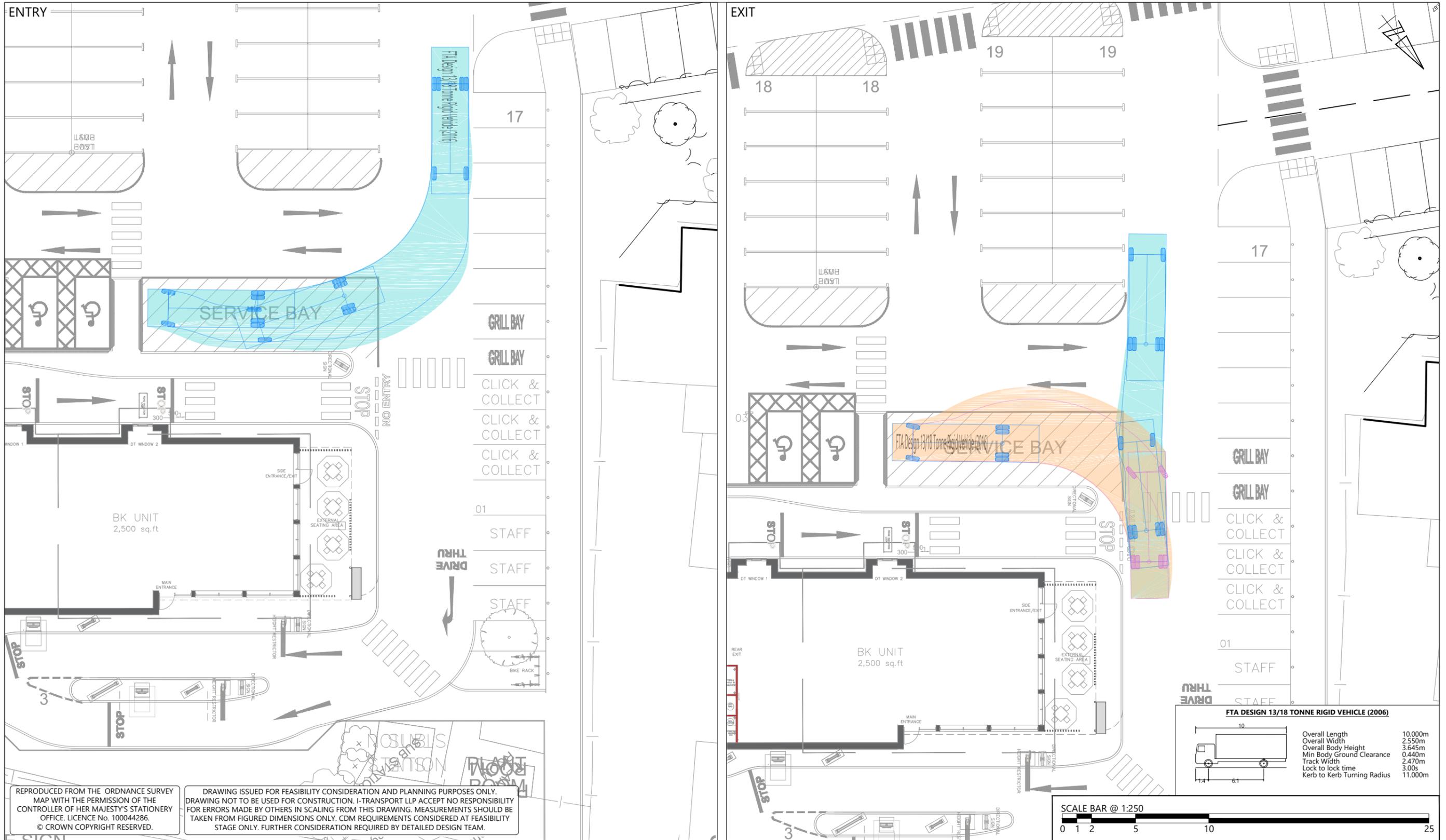
Issue Purpose
PLANNING

| UE Proj No | Scale | Date | Drawn | Status | Revision |
|------------|------------|--------|-------|--------|----------|
| 2763 | A3 @ 1:500 | DEC 24 | ND | - | P02 |

Project - Organisation - Volume/System - Level - Type - Role - Number
2763-URB-BA-XX-DR-A-208153



APPENDIX C. Swept Path Analysis



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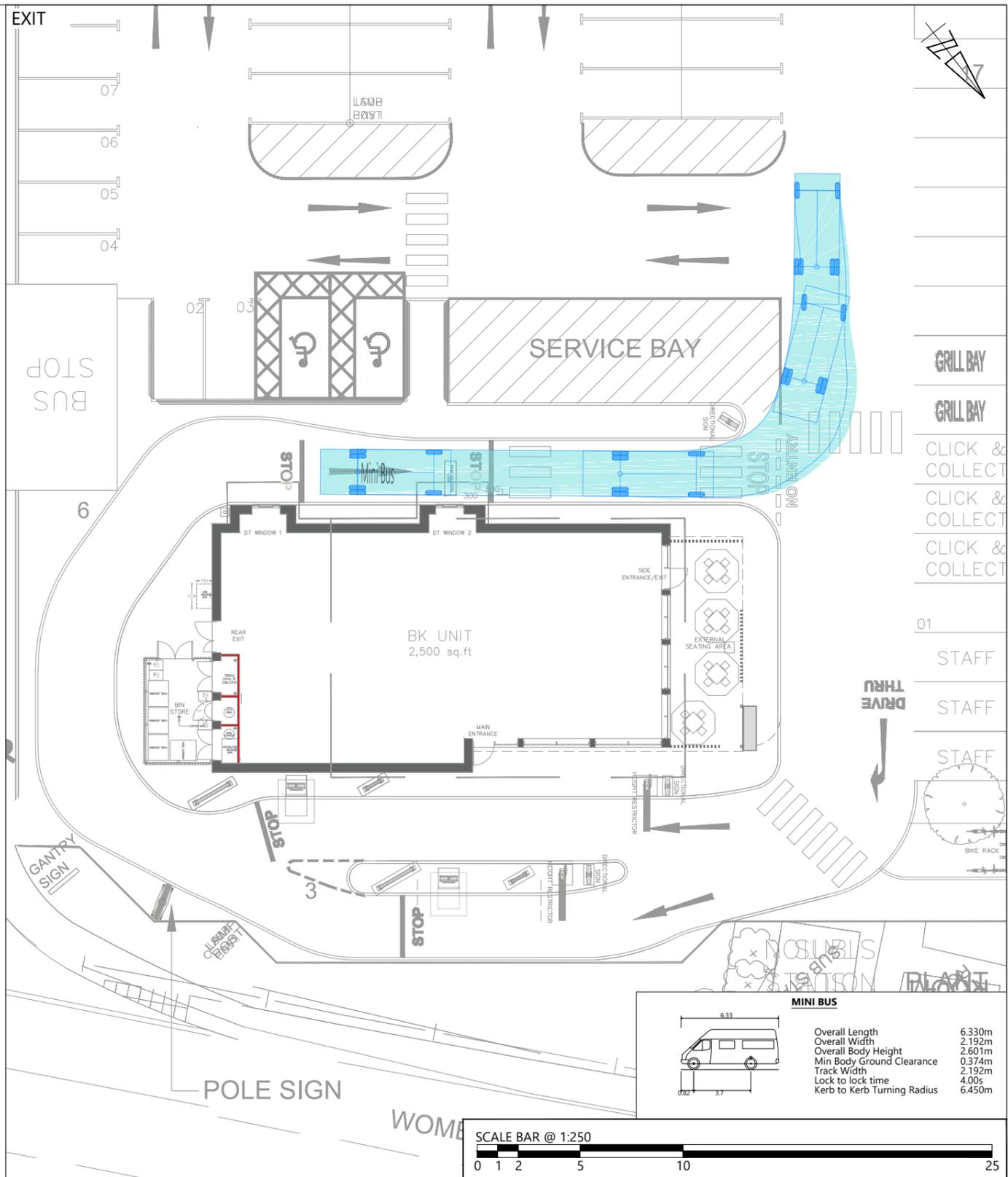
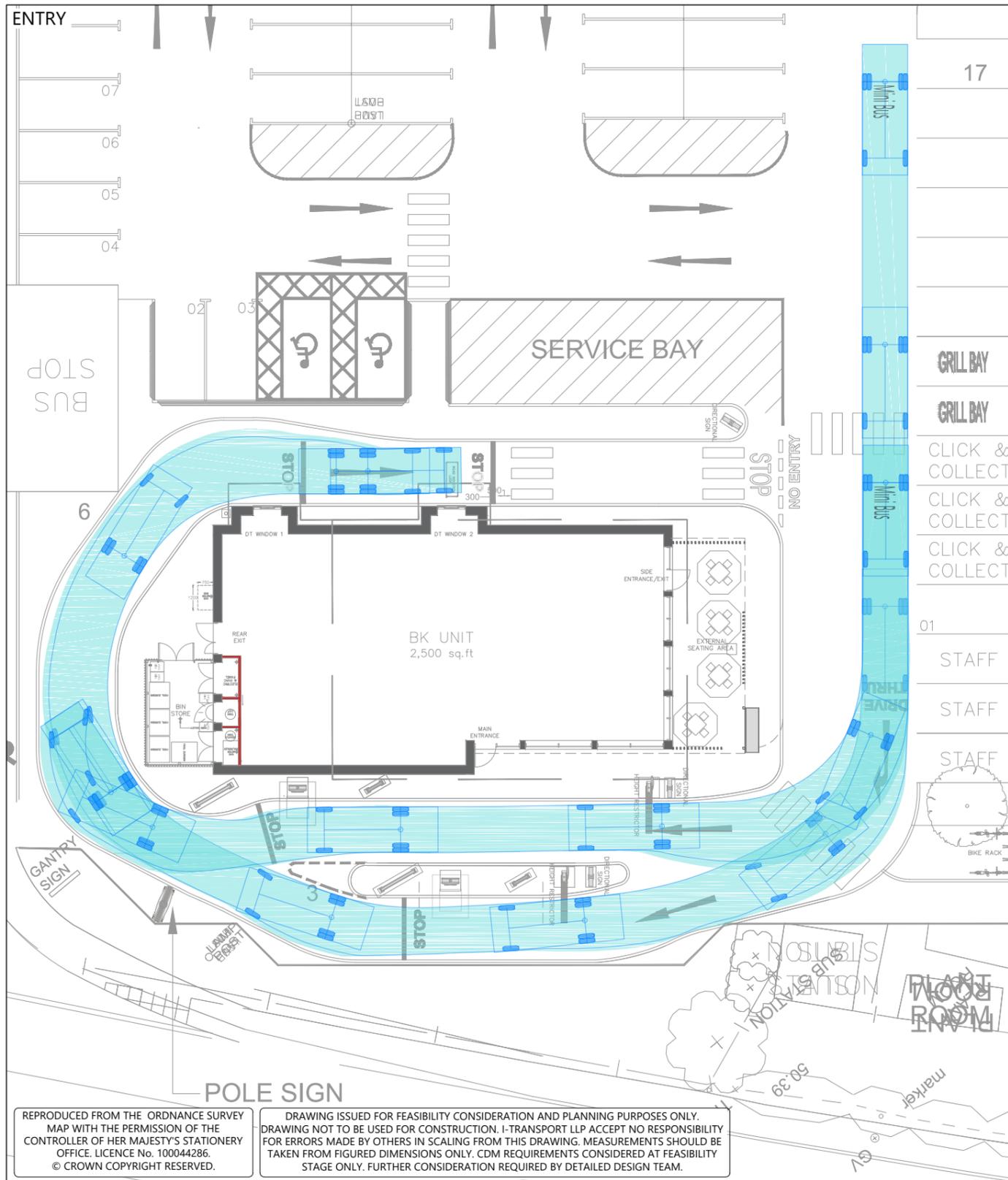
| REV | DATE | BY | DESCRIPTION | CHK | APD |
|-----|----------|-----|---|-----|-----|
| C | 28.02.25 | TA | SITE LAYOUT & SWEEP PATH ANALYSIS HAVE BEEN UPDATED | JN | NM |
| B | 21.03.24 | JMc | UPDATED SITE LAYOUT, UPDATED SWEEP PATH ANALYSIS | JN | NM |
| A | 13.06.23 | WM | UPDATED SITE LAYOUT | JN | NM |

STATUS: FOR INFORMATION

| | | |
|----------|--|-------------|
| TITLE: | SWEPT PATH ANALYSIS - FTA DESIGN RIGID VEHICLE | |
| PROJECT: | TESCO EXTRA, BARNSELY | BURGER KING |

| | | | | | |
|-------------|-----------------|-------------|-------|-----------|----------|
| DRAWN: | JMc | CHECKED: | JN | APPROVED: | NM |
| PROJECT No: | ITL19141 | SCALE @ A3: | 1:250 | DATE: | 06.06.23 |
| DRAWING No: | ITL19141-GA-003 | | | REV: | C |

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| MINI BUS | |
|-----------------------------|--------|
| Overall Length | 6.330m |
| Overall Width | 2.192m |
| Overall Body Height | 2.601m |
| Min Body Ground Clearance | 0.374m |
| Track Width | 2.192m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 6.450m |



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| REV | DATE | BY | DESCRIPTION | CHK | APD |
|-----|----------|----|----------------------------------|-----|-----|
| B | 28.02.25 | TA | SITE LAYOUT HAS BEEN UPDATED | JN | WM |
| A | 13.06.23 | WM | UPDATED SITE LAYOUT & SWEEP PATH | JN | WM |

STATUS: FOR INFORMATION

| | | |
|----------|--------------------------------|-------------|
| TITLE: | SWEPT PATH ANALYSIS - MINI BUS | |
| PROJECT: | TESCO EXTRA, BARNSELY | BURGER KING |
| CLIENT: | | |

| | | | | | |
|-------------|-----------------|-------------|-------|-----------|----------|
| DRAWN: | JMc | CHECKED: | JN | APPROVED: | NM |
| PROJECT No: | ITL19141 | SCALE @ A3: | 1:250 | DATE: | 06.06.23 |
| DRAWING No: | ITL19141-GA-002 | | | REV: | B |

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