MAGNA TRANSPORT PLANNING LTD

DELIVERY & SERVICING PLAN

PROPOSED MIXED-USE DEVELOPMENT

LAND OFF BARNSLEY ROAD, GOLDTHORPE, ROTHERHAM, S63 9PJ

On behalf of **Fortitudo (Goldthorpe) Ltd**
Report Reference: **24/384/DSP/A**
July 2024

MAGNA TRANSPORT PLANNING LTD
Office 4, 35 Stow Park Circle, Newport, NP20 4HF
Telephone 01291 639002 Mobile 07525 477819 Email amol@magna-transport.co.uk Website magna-transport.co.uk

Registration Number: 14113060 VAT Registration Number: 412 0722 50 Registered in England & Wales

MAGNA TRANSPORT PLANNING LTD

REPORT CONTROL SHEET

Magna Ref. 23/278/DSP/A

July 2024

Revision	Status	Date	Author
A	CLIENT DRAFT 1	16/07/2024	AP

MAGNA TRANSPORT PLANNING LTD
Office 4, 35 Stow Park Circle, Newport, NP20 4HF
Telephone 01291 639002 Mobile 07525 477819 Email amol@magna-transport.co.uk Website magna-transport.co.uk

Registration Number: 14113060 VAT Registration Number: 412 0722 50 Registered in England & Wales

CONTENTS

1 INTRODUCTION

1.1 Purpose Of Report

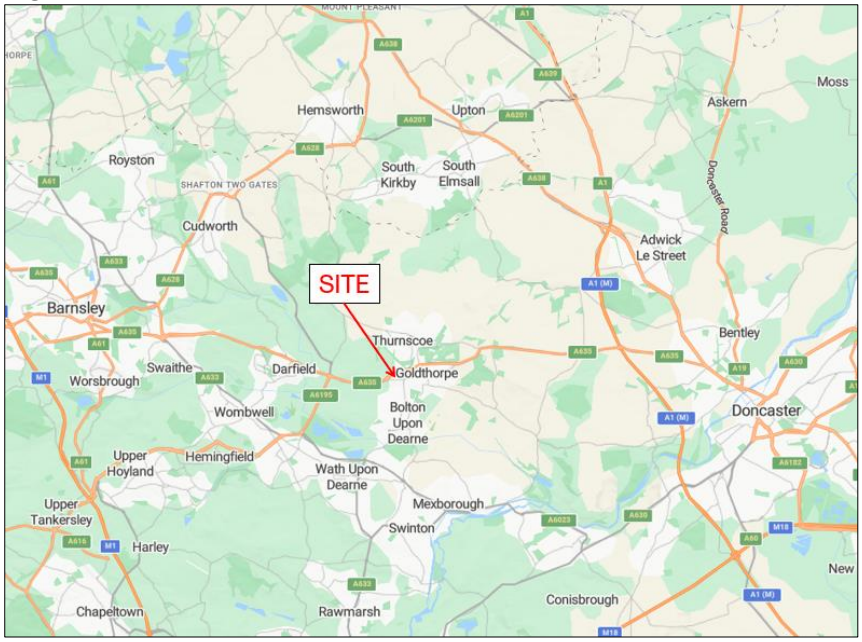
1.1.1 Magna Transport Planning Ltd have been appointed by Fortitudo (Goldthorpe) Ltd ("the Applicant") to prepare this Delivery & Servicing Plan (DSP) in support of a planning application for the mixed use development comprising two restaurant units with drive-thru facilities and an electric vehicle (EV) charging station on the land adjacent to Aldi foodstore and off Barnsley Road, Goldthorpe, Rotherham, S63 9PJ.

1.1.2 This DSP has been prepared in accordance with the Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities & Local Government's guidance – "Overarching principles on Travel Plans, Transport Assessments and Statements" (March 2014), the National Planning Policy Framework (NPPF, 2023) and Barnsley Metropolitan Borough Council's (BMBC) Local Plan (adopted in January 2019).

1.2 The Site

1.2.1 The application site is situated at the western outskirts of Goldthorpe, approximately 13 kilometres (driving distance) east of Barnsley Town Centre and 15 kilometres west of Doncaster. The location of the site in wider context is shown in Figure 1A.

Figure 1A Site Location in Wider Context



1.2.2 The application site encompasses an area of approximately 0.92 hectares; and is bound by Aldi foodstore to the west, the A635 to the north, residential development to the east and Barnsley Road to the south.

1.2.3 The site location in its local context is shown in Figure 1B.

Figure 1B Site Location in Local Context

1.3 The Proposal

1.3.1 The application seeks planning permission to construct two restaurants with drive-thru facilities and associated parking; and electric vehicle (EV) charging station comprising 18 bays.

1.3.2 The larger restaurant unit with a gross internal area (GIA) of 355 sqm will be occupied by McDonald's (a drive-thru restaurant operator) and the smaller unit with a GIA of 171 sqm will be occupied by Starbucks (a coffee drive-thru operator).

1.3.3 The proposed site plan is provided in Appendix 1.

Access Arrangements

1.3.4 No changes are proposed to the main wider site access junction at Barnsley Road.

1.3.5 The access into the application site will be via the existing side road junction off the main access road, located 22 metres north of the junction with Barnsley Road.

1.3.6 The footway along the northern side of the main access road will continue into application site, thus providing continuous pedestrian access.

1.3.7 The access into the Starbucks unit is located approximately 55 metres north of the main access road. This is followed by the access to the EV charging station (via a side road to the access into the future development within the blue line boundary area), and then McDonald's.

1.3.8 A zebra crossing is proposed on the internal access road approximately 30 metres north of the main access road.

1.3.9 The vegetation/landscaping adjacent to the Starbucks and EV charging station accesses will be maintained at no more than 600mm height. The visibility splays of 2.4 metres x 25 metres (commensurate to the design speed of 20 mph) are achievable at the individual site access points.

Internal Layout

1.3.10 The layout integrates drive-thru lanes for both restaurants. The layout has been carefully designed to ensure that large cars can use drive-thru lanes with ease. This would assist in reducing any on-site congestion.

1.3.11 Appropriate and clear signage and road markings will be in place to ensure drivers are directed to various points within the development correctly.

1.3.12 McDonald's drive-thru operation will have three points of interaction between the staff and customers – first will be through Customer Order Display (COD) units via which the customers place their orders; second will be a payment booth and the third will be the order collection booth.

1.3.13 McDonald's drive-thru lane will be provided with two side by side (or parallel) ordering facility with individual Customer Order Display (COD) units, which will significantly optimise the drive-thru process by reducing customer processing time and efficiently manage queue length.

1.3.14 Starbucks drive-thru operation will have two points of interaction between the staff and customers – first will be through Customer Order Display (COD) units via which the customers place their orders; second will be a payment and order collection booth.

1.3.15 Both restaurants are provided with at least one waiting bay at the end of the respective drive-thru lane. The drivers waiting for larger order (for example) at the drive-thru lane will be directed to these waiting bays. The staff will deliver the order to the customer at these waiting bays.

1.3.16 The EV charging station will be provided with 18 bays. Eight of these bays will have the dimensions of 2.8 metres x 5.0 metres with manouvering space of six metres in front of these bays, thereby accommodating large EV cars. The remaining 10 bays will have the dimensions of 6.0 metres x 2.8 metres with manouvering space of 7.1 metres in front of these bays, thereby accommodating typical transit vans.

McDonald's – Parking Provision

1.3.18 A total of 31 car parking spaces are proposed, including two accessible bays (approximately 6.5%) located close to the building entrance.

1.3.19 In addition to the above, there will be two waiting bays reserved for drive-thru customers.

1.3.20 Eight cycle parking spaces in the form of four cycle stands are provided with a covered and secure cycle store, adjacent to the COD units.

Starbucks – Parking Provision

1.3.21 A total of 20 car parking spaces are proposed, including two accessible bays (approximately 10%) located close to the building entrance.

1.3.22 In addition to the above, there will be one waiting bay reserved for drive-thru customers.

1.3.23 Eight cycle parking spaces in the form of four cycle stands are provided with a covered and secure cycle store, on the southern elevation of the building.

1.4 Delivery & Servicing Co-ordinator

1.4.1 The site-wide DSP will be managed by an Estate Management Company (or similar arrangement) who will be appointed by the Developer. The details of the DSP Co-ordinator (or Estate Manager) will be provided to the Council accordingly.

1.4.2 The DSP Co-ordinator's role is explained in more detail below:

- Be the direct point of contact to all the occupants/units for the responsibilities involving delivery and servicing for the site;
- Co-ordinate with occupants/tenants on site for an effective and efficient distribution of deliveries; and
- Liaise with contractors, delivery services and servicing companies to minimise traffic, parking and operations which impact those on site and in the surrounding area.

1.4.3 The DSP will be implemented upon first occupation of the site and will be managed and developed over time with the management teams within the organisations on site. The DSP Co-ordinator (or Estate Manager) will issue written/email instructions to the occupants, setting out the delivery procedure.

1.5 Structure of Report

1.5.1 Chapter 2 describes the site in terms of its location and local road network. It also provides details of the proposed development in terms of the access and servicing arrangement.

1.5.2 Chapter 3 outlines relevant policies and demonstrates how this DSP adheres to these policies. It also outlines the objectives of the DSP and provides measures to meet these objectives.

1.5.3 Chapter 4 sets out the objectives and measures of the DSP.

1.5.4 Chapter 5 provides a summary of the Plan.

2 LOCAL ROAD ASSESSMENT

2.1 Local Road Network

Site Access Junction

2.1.1 The wider site (i.e., application site + Aldi) accessed via an existing site access junction off Barnsley Road. This site access junction is located at approximately 130 metres east of the A635/Barnsley Road Roundabout.

2.1.2 The site access junction is in the form of a priority T-junction with ghosted right turn lane. The visibility splays of 2.4 metres x 43 metres in both directions are achieved at the junction. These splays are commensurate to the posted 30 mph speed limit in accordance with the Manual for Streets (MfS) visibility splay requirements.

2.1.3 This site access junction was secured via the planning permission 2014/1020. The minor arm of the site access junction is at least 14 metres wide. The access into the application site is via a side road junction, located 22 metres north of the main access junction, as shown in Figure 2A.

Figure 2A Application Site Access

2.1.4 Past the side road access to the application site, the minor arm of the main access junction continues west towards Aldi.

2.1.5 The existing design of the main access junction allows an HGV intending to travel into the application site to wait on the minor arm of the main access junction without significantly impeding the flow of traffic on the minor arm.

Barnsley Road

2.1.6 Barnsley Road is a mixed-traffic route through Goldthorpe. It runs broadly in east-west directions, and at both ends it connects to the A635.

2.1.7 Barnsley Road provides connections to various residential and secondary streets and as well as link roads, such as Highgate Lane and Nicholas Lane which provides links to the areas of Bolton upon Dearne and Thurnscoe.

2.1.8 Along with the two connections to the A635 at both ends of Barnsley Road, there is a third connection via the B6098, to the east of the site.

2.1.9 Barnsley Road is subject to a 30 mph speed limit, and benefits from streetlighting and footways.

A635

2.1.10 The A635 is one of the primary roads within BMBC. It runs broadly in east-west directions, connecting Barnsley at the west (approximately 11 kilometres from the site) with Doncaster to the east (approximately 15 kilometres from the site). It also provides access to the A1(M) at Junction 37, located at approximately nine kilometres east of the site.

2.1.11 Overall, the site has good access to local and strategic road network.

3 SERVICING PLAN

3.1 Restaurant and Coffee Shop Development with Drive-thru Facilities

Servicing Timing, Frequency and Duration

3.1.1 Both, McDonald's and Starbucks are experienced in managing deliveries and refuse at their stores.

3.1.2 The deliveries and waste collection would be scheduled to arrive during quiet trading periods for both restaurants.

3.1.3 It is a common practice for drive-thru restaurants to receive deliveries and have waste collected whilst they are open.

3.1.4 The deliveries for both restaurants will occur approximately three times per week for each restaurant. The delivery vehicles are expected to be parked for between 15 minutes and one hour.

3.1.5 The waste collection for both restaurants will be undertaken by private contractors, approximately three times per week for each restaurant.

Servicing Strategy

3.1.6 Through their respective GPS (or similar) systems, the restaurants will be alerted of the arrival of delivery and servicing vehicles, approximately 30 minutes prior to the arrival. This would allow the staff to cone off the required number of car parking spaces for the vehicles to unload goods or collect waste. This is a standard practice within drive-thru developments; and successfully implemented by McDonald's and Starbucks at number of their existing stores.

3.1.7 For McDonald's, seven car parking spaces located adjacent to the unit will be temporarily coned off prior to the arrival of delivery vehicles.

3.1.8 For Starbucks, two car parking spaces located adjacent to the unit will be temporarily coned off prior to the arrival of delivery vehicles.

3.1.9 Plans showing these car parking spaces that will be coned off, for delivery and servicing purposes are provided in Appendix 3.

3.1.10 The restaurants will ensure that a minimum off two staff are allocated to be on site and available to assist with deliveries. The staff will have completed their respective Health and Safety Training. The staff will be on site to ensure that space required for delivery vehicles is clear.

Swept Path Analysis

3.1.11 The deliveries to McDonald's will be made by articulated lorry, typically 16.62 metres in length, three to five times a week. The waste collection will be made by refuse trucks, up to 9.6 metres in length three times a week. The swept path analysis using a 16.5 metres articulated lorry and 9.6 metres refuse truck is provided in Appendix 4.

3.1.12 The deliveries to Starbucks would be made by 11.32 metres long rigid truck, typically three times a week. The waste collection will be made by refuse trucks, up to 10.19 metres in length, three times a week. The swept path analysis using a 11.32 metres rigid truck and 10.19 metres refuse truck is provided in Appendix 5.

3.2 EV Charging Station

3.2.1 Majority of servicing at the EV charging station will occur using transit vans, which can utilise one of the 10 bays along the eastern boundary of the site which can accommodate transit vans.

3.2.2 There are likely to be approximately four to five servicing visits per month expected.

3.2.3 The swept path analysis using a transit van is provided in Appendix 6.

3.3 Monitoring

3.3.1 The DSP Co-ordinator (or Estate Manager) will be responsible for the ongoing monitoring of the DSP across the entire site. The monitoring process will generate information by which the success of the DSP can be evaluated. The monitoring process will enable the DSP to be modified as appropriate to respond to any issues as they arise.

3.3.2 A record will be kept of any incidences, comments or feedback from occupants, staff or drivers.

4 OBJECTIVES AND MEASURES

4.1 Objectives

4.1.1 The objectives of the DSP are as follows:

- to manage deliveries, particularly in terms of servicing events during the network peak hours;
- to provide and maintain access to safe loading facilities, including additional measures to reduce the impacts of servicing activity within the estate;
- to encourage the use of delivery companies and services providers which can demonstrate commitment to best practice.

4.2 Measures to Meet the Objectives

Loading and Unloading

4.2.1 As detailed previously in this Plan, servicing and delivery vehicles will use on-site car parking areas and/or loading bays/turning head facilities provided, with vehicles reversing into the respective set areas for loading/unloading, and departing in forward gear.

Show how operator will retime deliveries and servicing to outside peak hours where possible without causing nuisance to neighbours

4.2.2 Deliveries and servicing will be encouraged to occur between the hours of 09:30 and 15:00 to avoid peak travel times, and during the quiet trading hours.

Operator to provide waste and recycling collections- arranging to put waste out to be collected at the right time so that it is not sitting in the carriageway.

4.2.3 Refuse collection will occur fully on site. There will be no vehicles waiting on the public highway.

4.3 Quiet Deliveries Good Practice

4.3.1 The key principles of the DfT's Quiet Deliveries Good Practice Guidance would be adopted, which would include:

General Servicing Best Practice:

- Making sure all equipment (vehicles and servicing area) is in good working order and maintained to minimise noise;
- Identify timings for deliveries in advance so both the driver and operatives are prepared for the arrival;
- Seek to ensure that delivery vehicles spend as little time as possible attempting to access the service area; and
- Ensure all staff are briefed and trained and follow a code of practice.

Operation of the Servicing Area:

- During out of hours servicing switch off any bells/alarms/speakers when the servicing area doors are open;
- Avoid where possible cages banging together or against servicing equipment;
- Switch off reversing alarm for out of hours deliveries; and
- Turn-off service vehicle engines when not manoeuvring to prevent idling.

4.3.2 The above list is not exhaustive, and the DSP can be updated and added to as necessary, but the above provides an indication of the measures that would be put in place.

5 SUMMARY

5.1 The staff will be trained in receiving deliveries and managing other staff / customers and their vehicles before and during deliveries.

5.2 Measures will be in place to monitor deliveries and driver performance so any issues can be identified, reported and dealt with by individual occupiers and their respective delivery operators.

5.3 Deliveries for the restaurants will be scheduled to occur approximately three times per week per restaurant.

5.4 The restaurant deliveries would be arranged to avoid busy trading periods for the restaurant and appropriate delivery window timings will be identified.

5.5 The servicing and deliveries for the commercial / industrial units would be arranged to avoid network peak hours.

5.6 Servicing vehicles for the restaurants would utilise the restaurants' car park to park and unload.

5.7 Servicing vehicles for the EV charging station would utilise one the EV bays.

5.8 Approximately seven and two spaces would be coned off for McDonald's and Starbucks respectively; prior to the arrival of the respective delivery vehicles. Once the delivery vehicle has exited the site, the cones would be removed.

Appendix 1. PROPOSED SITE PLAN

Appendix 2. ACCESS ARRANGEMENTS – VISIBILITY SPLAYS

Appendix 3. CAR PARKING SPACES TO BE CONED OFF

Appendix 4. SWEPT PATH ASSESSMENT – MCDONALD'S

Appendix 5. SWEPT PATH ASSESSMENT – STARBUCKS

Appendix 6. SWEPT PATH ASSESSMENT – EV CHARGING STATION