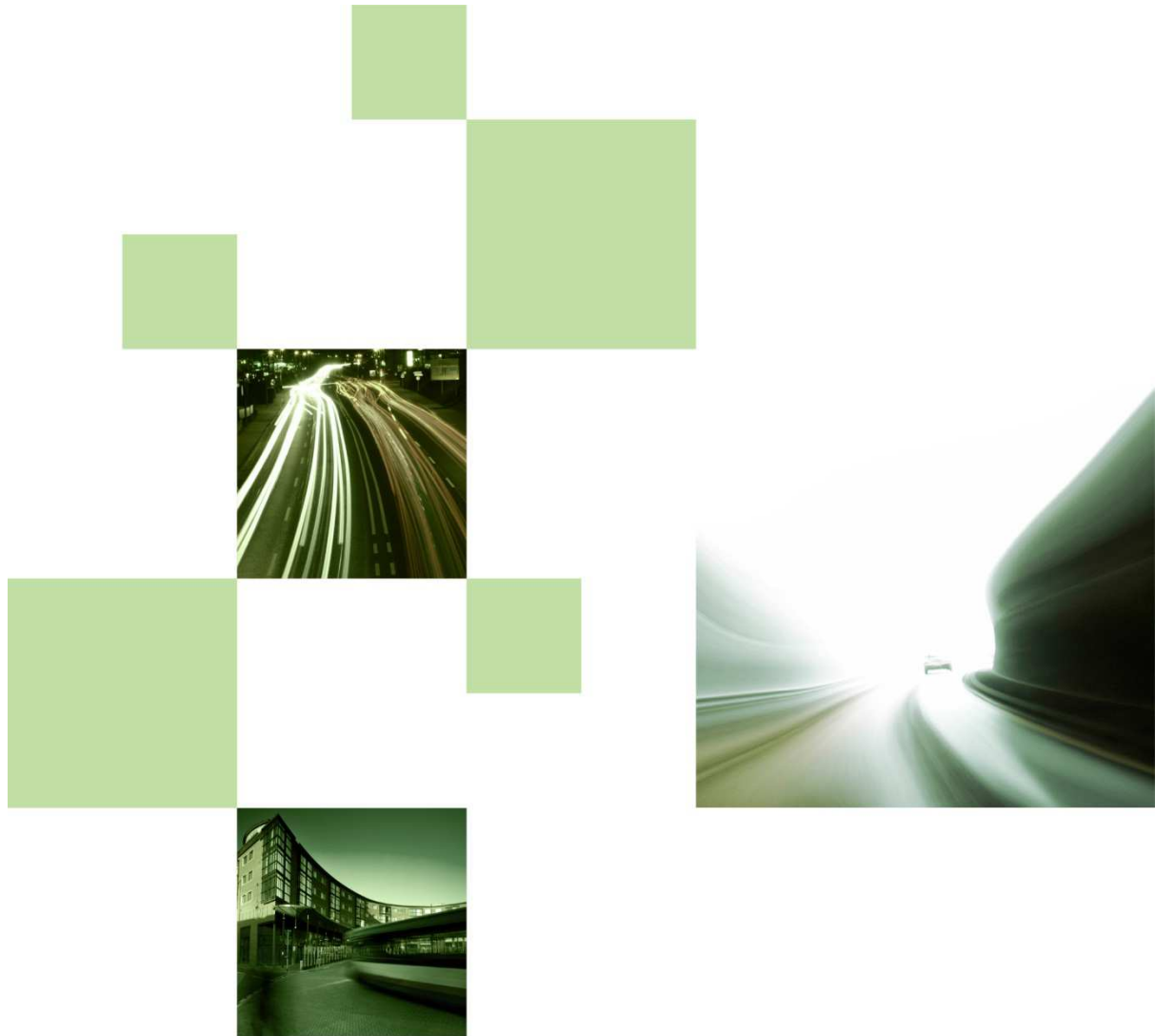


BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS



Farmhouse Inn Amenity Restaurant Dearne Valley, Barnsley

Technical Note

August 2015

FARMHOUSE INN AMENITY RESTAURANT
DEARNE VALLEY
BARNSELY

GREENE KING PROPERTY DEVELOPMENTS LIMITED

TECHNICAL NOTE

Report by: Robbie Donaldson

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Ref: 15-228-001.06

Date: August 2015

Report Reference No: 15-228-001.06

	Name	Signed	Date
Report prepared by	Robbie Donaldson		August 2015
Report checked by	Alex McGarrell		August 2015
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CONTENTS

1.0	INTRODUCTION	1
2.0	EXISTING HIGHWAY NETWORK IN THE VICINITY OF THE SITE	3
3.0	PROPOSED DEVELOPMENT	4
4.0	TRAFFIC GENERATION	9
5.0	CONCLUSIONS	12

APPENDICES

Appendix BGH1	Proposed Amenity Restaurant Site Plan
Appendix BGH2	Decision Notice and Site Plan for Overall Approved Site
Appendix BGH3	Reserved Matters Decision Notice and Site Plan for Phase 1 Approved Site
Appendix BGH4	Overall Site Location Plan
Appendix BGH5	Swept Path Analysis
Appendix BGH6	Proposed Floor Plan
Appendix BGH7	Doxford Park Parking Accumulation Survey Results

1.0 INTRODUCTION

- 1.1 Bryan G Hall has been appointed by Greene King Property Developments Limited to prepare a Technical Note to be submitted as part of a reserved matters application for an amenity restaurant with associated access, which will form part of the food and drink (A3, A4) element of an outline approved mixed use development at Dearne Valley, Barnsley. A copy of the proposed site plan for the amenity restaurant is attached at **Appendix BGH1**.
- 1.2 The overall Dearne Valley mixed use development was granted outline planning approval in January 2015, after a planning application was submitted by Harworth Estates (application number 2014/1055). The outline approved development consists of employment uses (B1b, B1c and B8) with ancillary office (B1a), hotel (C1) and/or car showroom/garage (sui generis B2), food and drink (A3, A4, A5) with associated infrastructure, including access via a new spine road off the existing Rockingham Roundabout junction with the A6195 Dearne Valley Parkway. The decision notice for the outline approved development can be seen at **Appendix BGH2**.
- 1.3 The proposed amenity restaurant will have a total gross floor area (GFA) of 1,157 square metres, and will be constructed on the site shown as Unit 8 on the overall approved site plan, which is also attached at **Appendix BGH2**.
- 1.4 Phase 1 of the outline approved development site received reserved matters approval on 24th March 2015 and is currently under construction. Phase 1 consists of three employment units at plots 2, 3 and 4, a new substation, spur road, a Sustainable Urban Drainage System (SUDS) and landscaping. The Phase 1 site will be accessed from the northern side of the new spine road through the overall site. The Phase 1 site plan is included at **Appendix BGH3**, along with the reserved matters decision notice.
- 1.5 Following a pre-app meeting with Barnsley Metropolitan Borough Council (BMBC) on Friday 12 June 2015, it was agreed that this Technical Note would address the following:
- A description of the proposed amenity restaurant development;
 - Demonstrate swept path analysis of a service vehicle, showing that the relevant vehicle can satisfactorily access and egress the site in a forward gear; and

- Demonstrate that the trip generation of the proposed amenity restaurant will be within that which has been approved for the food and drink element of the site under the outline planning consent.

2.0 EXISTING HIGHWAY NETWORK IN THE VICINITY OF THE SITE

- 2.1 The approved development site is located to the north west of the A6195 Dearne Valley Parkway, approximately 5 kilometres to the south of Barnsley and around 14 kilometres to the north of the centre of Sheffield. The location of the approved development site can be seen in the location plan attached at **Appendix BGH4**.
- 2.2 The proposed amenity restaurant is to be located within Unit 8 of the approved development, the location of which can be seen on the master plan of the overall approved development attached at **Appendix BGH2**.
- 2.3 The main spine road through the approved development site will be accessed via an existing roundabout junction with the A6195 Dearne Valley Parkway immediately adjacent to the site to the south, which is also known as Rockingham Roundabout. The A6195 Dearne Valley Parkway is dual carriageway in the vicinity of the site, which is subject to the national speed limit.
- 2.4 To the north east of the site, the A6195 Dearne Valley Parkway serves as a major classified A-Road providing access to the Dearne Valley area, including towns and villages such as Wombwell, Brampton, Wath upon Dearne and Bolton upon Dearne. To the south west of the site, the A6195 Dearne Valley Parkway forms the Birdwell Roundabout junction with the A61 Sheffield Road and the A6135 Sheffield Road, approximately 340 metres to the south west of Rockingham Roundabout.
- 2.5 From the Birdwell roundabout, the A61 continues to the north through Birdwell towards Barnsley. The A6135 continues to the south through the outskirts of Hoyland towards Chapeltown. Approximately 70 metres to the south of the Birdwell Roundabout is junction 36 of the M1, also known as Barnsley Roundabout, which provides a link to the strategic road network.
- 2.6 Pedestrian access to the outline approved development site will be provided via 2 metre wide footways to both sides of the site's internal access roads, which will connect with the existing footway provision on the A6195 Dearne Valley Parkway to the south west of the site. There will also be a pedestrian connection to the adjacent residential development to the west of the approved development site via Alverley Way, which will provide access to further pedestrian facilities on the A61 Sheffield Road.

3.0 PROPOSED DEVELOPMENT

Development Proposals and Access

- 3.1 Greene King Property Developments Limited wish to construct an amenity restaurant at Unit 8 of the outline approved overall site plan, which is attached at **Appendix BGH2**. This will make up part of the food and drink (A3, A4) element of the approved site, specifically the Pub/Restaurant use. The proposed Site Plan for the amenity restaurant is attached at **Appendix BGH1**.
- 3.2 The development proposals are for an amenity restaurant with associated site access, car park and landscaping, and will comprise the following:
- Ground Floor amenity restaurant – 824 square metres including:
 - Customer Dining
 - Amusement Area
 - Children’s Distraction Area
 - Customer Circulation/Waiting Areas
 - Toilets
 - Food and Drink Serveries
 - Kitchen Preparation and Storage Areas
 - First Floor Accommodation – 333 square metres
 - Manager’s Apartment (three bedrooms)
 - First Assistant’s Apartment (one bedroom)
 - Second Assistant’s Apartment (one bedroom)
 - Staff Room / Office / Storage Areas
 - Total (Ground Floor & First Floor) – 1,157 square metres
- 3.3 The proposed amenity restaurant will be served by a single vehicular access off the main spine road through the approved development. The site access will provide 2.4 metre x 43 metre visibility splays in accordance with Condition 9 of the original outline planning permission for the Dearne Valley development. The site access arrangements are shown on the Site Plan attached at **Appendix BGH1**.
- 3.4 Pedestrian access to the amenity restaurant will be provided via footways to both sides of the proposed access, which will provide a continuous link to the footway provision on the south eastern side of the approved overall development spine

road. There will be a designated pedestrian route through the car park which will guide pedestrians from the access to the main entrance of the amenity restaurant.

Servicing

3.5 Servicing at the proposed development will be undertaken from within the site, and has been assessed using a large 3 axle refuse vehicle, which has been used to demonstrate a 'worst case' scenario. The plans attached at **Appendix BGH5** demonstrate that a large 3 axle refuse vehicle can safely enter and exit the development site in a forward gear. A service plan will be prepared to ensure that servicing of the site by delivery and refuse vehicles is safe and efficient.

3.6 The swept path analysis attached at **Appendix BGH5** shows that for a large 3 axle refuse vehicle to reverse into the service yard, the end six bays of the parking area to the north of the amenity restaurant building are required in order to perform the manoeuvre. Servicing at the development is expected to be undertaken during off peak hours, when demand for the car park will be low. Therefore it is proposed to cone off these six spaces when a service vehicle is expected at the site to allow the vehicle to gain access to the service yard. A banksman may also be required to assist, which will be covered in the service plan if considered necessary.

Car Parking

3.7 The development proposes to provide 102 parking spaces, which includes 97 standard spaces and 5 for use by disabled drivers/passengers. Maximum parking standards for the Barnsley area are set out in a Barnsley Metropolitan Borough Council (BMBC) supplementary planning document entitled 'Parking' (adopted March 2012). For A3 Restaurants and cafes and A4 Drinking Establishments, the document sets out the following recommended provision:

- 1 customer space per 4m² GFA for customers
- 1 space per residential staff
- 1 space per 3 non-residential staff

3.8 Referring to the Proposed Floor Plan attached at **Appendix BGH6**, the gross floor area of the ground floor areas is 824 square metres, therefore excluding the first floor staff accommodation areas. For customers alone, this equates to a maximum parking provision of 206 standard spaces. As stated in paragraph 3.7 above, the amenity restaurant proposes a car parking provision of 102 spaces, which is below the maximum provision for customers.

3.9 Parking standards are set at different levels for each land use class by Local Highway and Planning Authorities across the country. There are a number of different factors that should be taken into consideration depending on each individual development and therefore the parking standards should be used as a guide only when considering the parking requirements for proposed developments. Traditionally, Greene King amenity restaurants have provided around 90 car parking spaces. However, an increased provision of around 100 car parking spaces is considered desirable for this type of development at new sites. The increased provision of around 100 car parking spaces has been accepted at a number of sites that have recently been granted planning permission.

3.10 The National Planning Policy Framework (NPPF) was introduced in March 2012 and states at paragraph 39 that;

If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- *the accessibility of the development;*
- *the type, mix and use of development;*
- *the availability of and opportunities for public transport;*
- *local car ownership levels; and*
- *an overall need to reduce the use of high-emission vehicles.*

NPPF therefore supports the need to consider the appropriate level of parking provision for each proposed development on an individual basis.

3.11 In order to confirm that the level of car parking provision proposed is appropriate, a parking accumulation survey was undertaken at the Greene King amenity restaurant at Doxford Park in Sunderland on Friday 22 and Saturday 23 March 2013 from 10:00am to 8:00pm. The proposals at Dearne Valley are virtually identical to the Doxford Park site and therefore the parking accumulation survey results are included to justify the level of parking provision. The Doxford Park survey results attached at **Appendix BGH7** show that on Friday the maximum occupancy was 88 vehicles which only occurred for a 15 minute period from 7:15pm to 7:30pm. The average occupancy on Friday was 47 vehicles. On Saturday the maximum occupancy was 91 vehicles which only occurred for a 15 minute period from 1:15pm to 1:30pm. The average occupancy on Saturday was 59 vehicles.

3.12 The Doxford Park survey results therefore demonstrate that the proposed level of parking of 102 spaces is appropriate for this type of development, and will not

lead to any over spill parking on the surrounding highway network. This includes adequate provision for both residential and non-residential staff.

- 3.13 In addition, it is considered that given the proximity of residential areas to the west, north, and south east, the development is well placed to encourage trips via sustainable modes of transport as an alternative to the private car, such as walking or cycling. The development can also benefit from good public transport links to/from the development via bus stops on the A61 Sheffield Road.

Disabled Parking

- 3.14 According to section 7 of Barnsley's Parking document, disabled parking should be provided at a minimum level of 4% of the total number of spaces. For a total number of 102 spaces, this equates to a provision of 4 disabled spaces. As shown on the Site Plan attached at **Appendix BGH1**, the development proposes to provide 5 disabled parking spaces, which meets the minimum standard.

Cycle Parking

- 3.15 Cycle parking standards are also set out in Barnsley's Parking document, which sets out that a public house/restaurant should provide:

- 1 long stay space per 20 staff
- 1 short stay space per 40m² for visitors

The development will employ approximately 65-70 staff, therefore 4 long stay cycle parking spaces are required for staff. As set out previously, the gross floor area of the ground floor areas is 824 square metres, therefore excluding the first floor staff accommodation areas. This equates to a minimum short stay cycle parking provision of 21 spaces for customers.

- 3.16 The amenity restaurant proposes to provide 10 long stay cycle parking spaces for staff, which will be secure and covered. This meets the minimum standard of 4 long stay spaces calculated from Barnsley's Parking document.

- 3.17 The amenity restaurant also proposes to provide 8 cycle parking spaces for customers in the form of 4 Sheffield type cycle parking stands, which has been accepted at a number of the applicant's other sites that have recently been granted planning permission.

- 3.18 Although below the minimum standard provision of 21 spaces as calculated using Barnsley's Parking document, bearing in mind the nature of the development and taking in to account the applicant's experience of providing cycle parking at their other developments, 8 cycle parking spaces for customers is considered sufficient.

Although cycling to and from the development will be encouraged, customers are not considered as likely to cycle as perhaps staff would be. Therefore providing extra cycle parking for staff instead of over providing for customers is considered a sensible approach.

Parking Summary

- 3.19 In summary, it is considered that the level of car, disabled and cycle parking proposed as part of the development is satisfactory and whilst accommodating the likely demand, helps to maximise the potential use of the existing footways, cycleways and public transport services within the immediate area as a viable means of accessing the site.

Travel Plan

- 3.20 The Transport Assessment prepared for the overall site demonstrated accessibility by various modes including walking, cycling, bus and rail. A Framework Travel Plan was also included within Chapter 5 of the Transport Assessment for the overall site. A Travel Plan for the proposed amenity restaurant has been prepared having regard to the Framework Travel Plan for the overall site, and will be submitted as part of the reserved matters application.

4.0 TRAFFIC GENERATION

- 4.1 The Transport Assessment which was submitted as part of the overall development site set out the level of trip generation that would be expected to be generated by a Pub/Restaurant with a GFA of 900 square metres. The outline approved trip generation for this element is set out in Table 1 below. The trip generation exercise was only carried out for the PM peak due to the nature of a Pub/Restaurant type development.

Table 4.1

Outline Approved Trip Generation for a Pub/Restaurant (900 m² GFA)

Value	PM Peak		
	In	Out	Total Two-Way
Trip Rate (per 100m ² GFA)	2.489	2.400	4.889
Trip Generation	22	22	44

- 4.2 The current development proposals for which reserved matters approval is sought comprises a 824 square metres ground floor A3/A4 amenity restaurant use with 333 square metres of ancillary manager/assistant accommodation on the first floor and associated parking with cycle storage. The first floor accommodation is ancillary to the development and therefore the 824 square metres of ground floor area has been used to calculate the traffic expected to be generated by the proposed amenity restaurant.
- 4.3 In order to calculate the likely traffic generation of the development proposals, the outline approved trip rates for a Pub/Restaurant use, as set out in Table 4.1, have been applied to a ground floor area of 824 square metres. The resulting traffic which the development proposals could generate within an evening peak period of 5:00pm to 6:00pm is shown in Table 4.2.

Table 4.2

Predicted Trip Generation for proposed amenity restaurant (824 m² GFA)

Value	PM Peak (5:00pm – 6:00pm)		
	In	Out	Total Two-Way
Trip Rate (per 100m ² GFA)	2.489	2.400	4.889
Trip Generation	21	20	41

- 4.4 Given the calculation of traffic generation shown in Table 4.2, the proposals for an amenity restaurant have the potential to generate 41 two-way vehicle movements in the evening peak hour.
- 4.5 It should be noted that the amenity restaurant will be open from 7:00am on a weekday for breakfast/coffee, mainly for the employment uses within the overall Dearne Valley development. There is no trip rate information available within the TRICS database for a Pub/Restaurant use during the AM peak, therefore a nominal 10 two-way vehicle trips has been allowed for which will not have a material impact on the local highway network.
- 4.6 The predicted traffic generation set out in Table 4.2 has been compared to the approved traffic generation set out in Table 4.1. The resulting residual trip generation is shown in Table 4.3 below.

Table 4.3

Residual Trip Generation

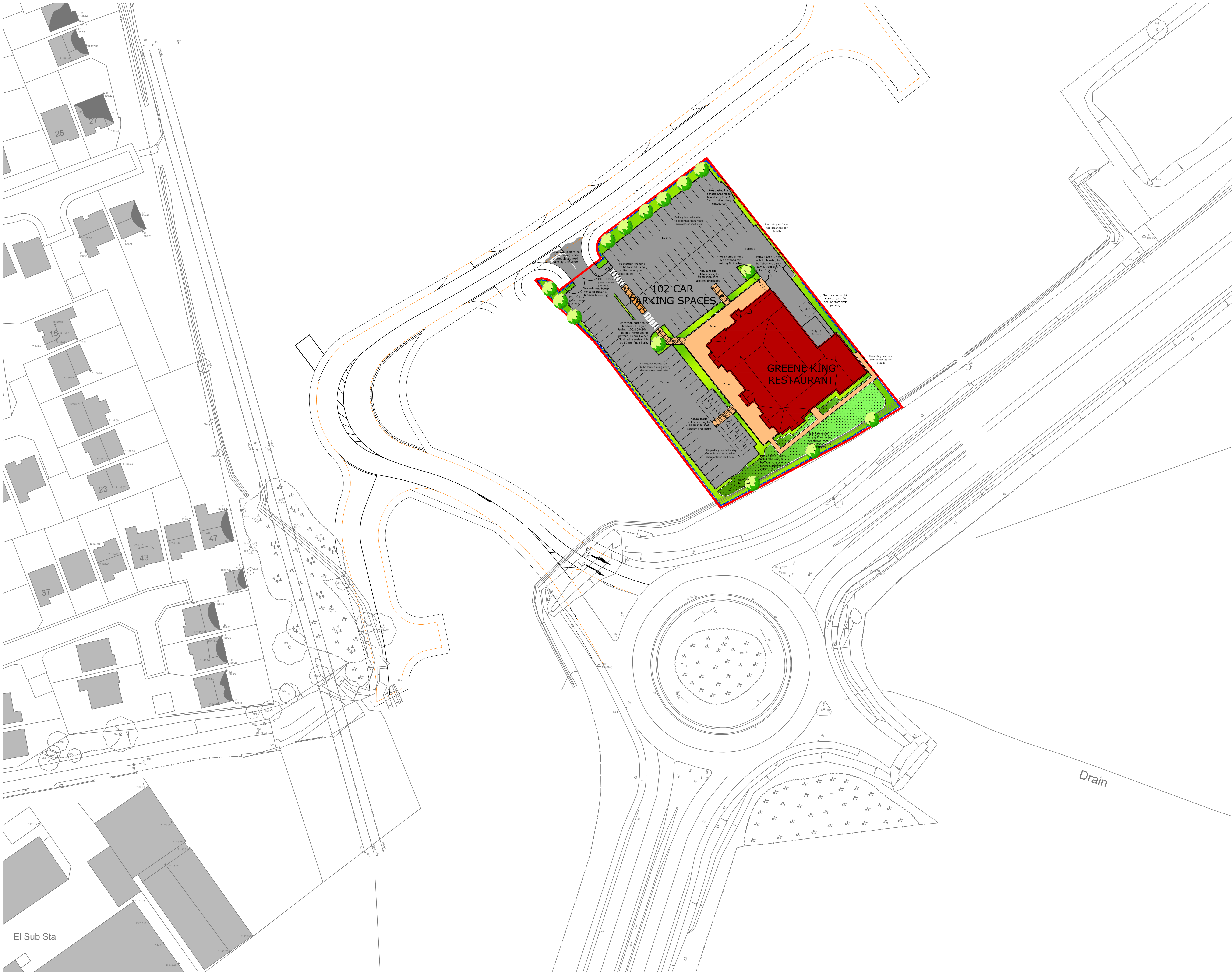
Value	PM Peak		
	In	Out	Total Two-Way
Approved Trip Generation	22	22	44
Proposed Trip Generation	21	20	41
Residual Trip Generation	+1	+2	+3

- 4.7 The residual trip generation in Table 4.3 shows that the proposed amenity restaurant is predicted to generate three less two-way trips than was predicted within the approved overall site Transport Assessment. The proposed amenity restaurant is within the level of trip generation which was approved for the Pub/Restaurant element of the overall site and therefore accords with Condition 10 of the original outline planning permission for the Dearne Valley development.
- 4.8 In addition, it is considered that the provision of three staff accommodation units on the first floor will reduce the traffic generation of the development.

5.0 CONCLUSIONS

- 5.1 This Technical Note has been prepared by Bryan G Hall on behalf of Greene King Property Developments Limited to be submitted as part of a reserved matters application for an amenity restaurant with associated access, which will form part of the food and drink (A3, A4) element of an outline approved mixed use development at Dearne Valley, Barnsley.
- 5.2 The overall site was granted outline approval for a mixed use scheme in January 2015, which was submitted by Harworth Estates (application number 2014/1055). The outline approved development consists of employment uses (B1b, B1c and B8) with ancillary office (B1a), hotel (C1) and/or car showroom/garage (sui generis B2), food and drink (A3, A4, A5) with associated infrastructure. The proposed amenity restaurant is to be located at Unit 8 as shown on the overall approved site plan.
- 5.3 The development proposals include a ground floor amenity restaurant with ancillary first floor accommodation for staff. The site will be accessed via a single vehicular access off the main spine road through the approved development. Pedestrian access will be provided via footways to both sides of the proposed access, which will provide a continuous link to the footway provision on the south eastern side of the approved overall development spine road.
- 5.4 Car and cycle parking is to be provided at levels based on the applicant's experience of parking requirements at a number of their other similar sized developments. The level of car parking proposed is also supported by the results of a car parking survey undertaken at another of the applicant's developments, which is virtually identical in size to the proposed development.
- 5.5 When compared to the outline approved trip generation for the Pub/Restaurant element of the overall development site, the residual trip generation for the proposed amenity restaurant predicts three less generated two-way trips than was predicted in the Transport Assessment approved as part of the original outline planning consent for the overall site. The proposed amenity restaurant is within the level of trip generation which was approved for the Pub/Restaurant element of the overall site and therefore accords with Condition 10 of the original outline planning permission for the Dearne Valley development.
- 5.6 In summary, there are no highway reasons why reserved matters approval should not be granted for the proposed amenity restaurant.

APPENDIX BGH 1



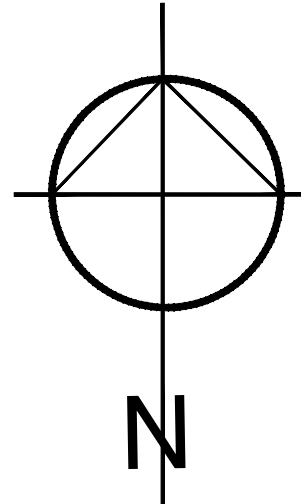
NOTE
All dimensions to be checked on site
and any discrepancies to be notified
prior to the commencement of work

Do not scale from this drawing

If in doubt ask

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Site Area - 4,917 sqm / 1.215 Acres



F	Cycle hoops relocated. Shed added to Service Yard and fence/line amended.	21/08/15	BST
E	Kitchen updated to HK kitchens Latest model showing pod fridge and freezer.	06/08/15	RB
D	Site Layout Brought up to Planning Standard and path added to South East of building.	03/08/15	RB
C	Carpark layout amended to clients comments.	18/06/15	JFM
B	Carpark layout amended to planners comments.	18/06/15	JFM
A	Developer road access updated.	11/06/15	JFM
Rev	Revision Notes	date	initial

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client

GREENE KING

job title

BUSINESS PARK
AMENITY RESTAURANT
DEARNE VALLEY
BARNLEY

drg title

SITE PLAN

date	APR 2015	drawn	JFM
scale	1:500	sheet	A1
drg no	1340/02	rev	F

APPENDIX BGH 2



BARNSLEY
Metropolitan Borough Council

GRANT OF PLANNING PERMISSION

TOWN AND COUNTRY PLANNING ACT 1990

APPLICATION NO. 2014/1055

To DTZ
St Pauls House
23 Park Square
North
Leeds
West Yorkshire
LS1 2ND

DESCRIPTION Formation of access roadway and associated infrastructure (Full). Outline planning application for a phased, mixed-use development comprising employment uses (B1bc/B8 with ancillary office B1a), hotel (C1) and/or car showroom/garage (sui generis/B2) and food & drink (A3, A4, A5) with associated infrastructure.

LOCATION Land to the North of Dearne Valley Parkway, Birdwell, Barnsley

Permission is granted for the proposals which were the subject of the Application and Plans registered by the Council on 18 September 2014 and described above.

The approval is subject on compliance with the following conditions:

- 1 Application for approval of the matters reserved in Condition No. 2 shall be made to the Local Planning Authority before the expiration of three years from the date of this permission, and the development, hereby permitted, shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved.

Reason: In order to comply with the provision of Section 92 of the Town and Country Planning Act 1990.

- 2 The development hereby permitted shall not be commenced unless and until approval of the following reserved matters has been obtained in writing from the Local Planning Authority:-
 - (a) the layout of the proposed development.
 - (b) scale of building(s)
 - (c) the design and external appearance of the proposed development.
 - (d) landscaping

Reason: In order to allow the Local Planning Authority to assess the details of the reserved matters with regard to the development plan and other material considerations.

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

Signed

Service Director Economic Regeneration, Development, Environment & Culture

Dated 23 January 2015

- 3 The access arrangements hereby approved shall be carried out substantially in accordance with the details shown on the plans: Site Location Plan 11462-100 RevB, Parameters Plan 11462-105 RevE, Existing Site Plan 11462-101RevC, Proposed Site Plan (illustrative masterplan)11462-110 RevL, Existing Site Plan - Public Footpath 11462-104 RevB, Proposed Site Plan- Public Footpath 11462-114 RevC, Existing Site Sections 11462-102 RevB, Proposed Site Sections 11462-112 RevB, Access Road General Arrangement 4652-R1 RevD, Access Road Longitudinal Section 4652-R2 RevC, Landscape Plan - Western Boundary V11462 L01 RevD, Coloured Landscape Sections & Elevations V11462 L02 RevA and specifications within the following reports Planning Statement 05/09/14, Statement of Community Involvement 05/09/14, Design and Access Statement 05/09/14, Arboricultural Assessment 05/09/14, Transport Assessment inc. Travel Plan 05/09/14, Geo-Environmental Site Assessment 05/09/14, Appraisal of Ground Conditions and Coal Mining of Review 05/09/14, Drainage & Flood Risk Statement 9/1/15, Noise Assessment 05/09/14, Air Quality Assessment 05/09/14, Employment and Town Centre Uses: Catchment Area and Sequential Assessment 19/12/14, Rockingham 1 Ecological Survey and Assessment Summary 19/12/14, Rockingham Sites Ecological Appraisal 19/12/14, GCN Survey Reports (2013 and 2014) 19/12/14, Water Voles and Badger Survey Report 19/12/14, Breeding Bird Survey and Report (2014) 19/12/14, Rockingham 1 Bat Survey 19/12/14, Optima Highways Rockingham Phase 1 Trip Generation Calculation Formula dated 14/1/15 as approved unless required by any other conditions in this permission.
Reason: To ensure a safe and adequate access can be achieved to the highway network, in accordance with Core Strategy Policy CSP 26.
- 4 The reserved matters shall be designed in substantial accordance with details contained with the details shown on the Parameters Plan 11462-105 RevE.
Reason: To ensure that design aspirations of the sites development are achieved and that the privacy and amenities of the occupiers of adjoining residential property are safeguarded in accordance with Core Strategy Policy CSP 29.
- 5 Detailed plans shall accompany the reserved matters submission indicating existing ground levels, finished floor levels of all dwellings and associated structures, road levels and any proposed alterations to ground levels. Thereafter the development shall proceed in accordance with the approved details.
Reason: To enable the impact arising from need for any changes in level to be assessed in accordance with Core Strategy Policy CSP 29, Design.
- 6 The development hereby approved shall not exceed a maximum of 16,000sqm of floorspace, of which a maximum 1,900sqm (12%) may be food & drink (A3/A4/A5) uses, 2,700sqm (17%) hotel (C1) and 2,000sqm (13%) car showroom/garage (sui generis/B2) uses, the details of which shall be submitted as part of the application for approval of reserved matters.
Reason: To ensure the development conforms with the approved outline planning Permission and stays with the maximum assessed level of development.

- 7 A scheme for disposing of surface water by means of a sustainable drainage system shall accompany the reserved matters application. The scheme shall include the following details:
- Information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - A 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 throughout its lifetime.
- 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.
- Reason: To ensure proper, sustainable drainage of the area in accordance with Core Strategy policy CSP3**
- 8 All on-site vehicular areas within any phase shall be surfaced and drained in an approved manner prior to that phase of the development being brought into use. The method of drainage shall include an interceptor of adequate capacity.
- Reason: To prevent mud/debris from being deposited on the public highway to the detriment of road safety in accordance with Core Strategy Policy CSP 26.**
- 9 Sight lines, having the dimensions 2.4m x 43m, shall be safeguarded at the drive entrance/exit to each plot, such that there is no obstruction to visibility at a height exceeding 1.05m above the nearside channel level of the adjacent highway.
- Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.**
- 10 The final mix of development must not result in greater than 103 and 132 two way vehicle trips in the weekday AM peak hour (0800 to 0900) and the weekday PM peak hour (1700 to 1800) respectively. The total number of trips will be calculated according to the formula set out in the Optima Highways Rockingham Phase 1 Trip Generation Calculation Formula, dated 14 January 2015. The development shall then be undertaken in accordance with the approved details.
- Reason: To control the number of new vehicles on the highway network and prevent additional congestion in accordance with policy CSP26.**
- 11 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:
- Amendments to lining to increase the lane width on the Sheffield Road entry to Birdwell Roundabout;
 - Provision of additional directional lining;
 - Provision of an advance directional sign.
- 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.**

- 12 The layout submitted as part of any 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 prior to commencement of development..
Reason: To ensure that access to adjoining land is not prejudiced in the interests of comprehensive and in recognition of the identified shortage of employment land in accordance with policies, CSP19 and CSP 26.
- 13 No phase of development shall take place, until a Construction Method Statement for that phase has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period for that phase. The Statement shall provide for:
The parking of vehicles of site operatives and visitors
Means of access for construction traffic
Phasing of the development
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
The works shall be completed in accordance with the approved details and a timetable shall be submitted and approved in writing by the Local Planning Authority.
Reason: In the interests of highway safety, residential amenity and visual amenity, in accordance with Core Strategy Policies CSP 26 and CSP 40.
- 14 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 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. Once approved the Travel Plan shall be fully implemented.
Reason: In the interest of promoting use of public transport, in accordance with Core Strategy Policy CSP 25.
- 15 Details shall accompany the Reserved Matters submission indicating how it is intended to secure the improvement and retention of existing or provision of alternate footpaths within the site. Thereafter the development shall proceed in accordance with the proposed details.
Reason: In the interests of residential amenity and to ensure that pedestrian access is facilitated in accordance with CSP25
- 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 interests of highway safety.

- 17 No development shall take place until full foul drainage details have been submitted to and approved in writing by the Local Planning Authority, the scheme shall then be implemented in accordance with the approved details.
Reason: To ensure proper drainage of the area, in accordance with Core Strategy policy CSP4.
- 18 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order with or without modification), no building or structure shall be placed or erected within 4 metres, measured horizontally, of any sewer or culverted watercourse that crosses the site.
Reason: To prevent damage to the existing [sewer, watercourse or culverted watercourse] in accordance with Core Strategy Policy CSP 40, Pollution Control and Protection.
- 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.
Reason: To conserve and enhance biodiversity in accordance with Core Strategy Policy CSP 36.
- 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.
- 21 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 activity 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.
- 22 No development works shall begin until a report, endorsed by a competent engineer experienced in ground contamination and remediation, has been submitted and agreed with the Local Planning Authority. The report shall, amongst other matters, include the following:-
1. A survey of the extent, scale and nature of contamination.
2. An assessment of the potential risks to human health, property, adjoining land, groundwaters and surface waters, ecological systems and archaeological sites and ancient monuments.
3. An appraisal of remedial options, and proposal of the preferred option(s).
4. A remediation statement summarising the works to be undertaken (if required).
The above must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11. The development shall thereafter be undertaken in full accordance with the submitted report.
Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Core Strategy Policy CSP 39.

- 23 The development hereby approved shall be carried out in accordance with the recommendations detailed within section 8.2.2 of the Geo-environmental Site Assessment Report (October 2013, prepared by RSK Environmental Ltd), the findings shall be documented within a report which shall be submitted in writing for approval by the Local Planning Authority. Should further ground work investigations or mitigation work be agreed this shall be completed in accordance with a timetable to be agreed in writing with the Local Planning Authority.
Reason: To ensure that the developer has demonstrated that the development can be undertaken and occupied in a safe and secure manner given the proximity of the development to former mining works. landfill site which is known to be producing landfill gas and in accordance with Core Strategy Policy CSP 39
- 24 Excluding the area identified for unit 1, the hours of operation within the 'good neighbour zone', as indicated on the Parameter Plan ref 11462-105 REV E, shall be between the hours 07.00hrs-22.00hrs Monday-Sunday.
Reason: In the interests of the amenities of local residents and in accordance with Core Strategy Policy CSP 40, Pollution Control and Protection.
- 25 The hours of operation for the A3/A4/A5 within the areas identified on the parameters plan (ref 11462-105 REV E) shall be carried on only between the hours 06.00hrs-00.00hrs Monday-Sunday.
Reason: In the interests of the amenities of local residents and in accordance with Core Strategy Policy CSP 40, Pollution Control and Protection.
- 26 Deliveries to any units located within the 'good neighbour zone' as indicated on the Parameter Plan ref 11462-105 REV E shall be only take place between the hours of 0700 & 1900 Monday to Sunday.
Reason: In the interests of the amenities of local residents and in accordance with Core Strategy Policy CSP 40.
- 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 by 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 a 15% reduction in carbon dioxide emissions 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.
Reason: In the interest of sustainable development, in accordance with Core Strategy policy CSP5.
- 28 All buildings within 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.
Reason: In the interest of sustainable development, in accordance with Core Strategy Policy CSP2.

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.

Schedule of accommodation

Unit 1 - Fast Food	348 m ²	3,750 fti
Unit 2 - Employment (light industrial)	929 m ²	10,000 fti
Unit 3 - Employment (light industrial)	1858 m ²	20,000 fti
Unit 4 - Employment (Warehouse)	2787 m ²	30,000 fti
Unit 5 - Employment (Warehouse)	3716 m ²	40,000 fti
Unit 6 - Employment (light industrial)	1626 m ²	17,500 fti
Unit 7 - Car show room	1858 m ²	20,000 fti
Unit 8 - Public House	871 m ²	9,375 fti
Unit 9 - Sandwich, coffee, cafe use units	650 m ²	7,000 fti

TOTAL - 14644 m² 157,625 fti

OVERALL SITE AREA (Edged in red)
20.65 acre (8.36 hectare)

Plot 1 - 0.80 acre (0.33 hectare)
Plot 2 - 1.09 acre (0.44 hectare)
Plot 3 - 1.27 acre (0.59 hectare)
Plot 4 - 1.47 acre (1.00 hectare)
Plot 5 - 2.47 acre (1.00 hectare)
Plot 6 - 1.30 acre (0.53 hectare)
Plot 7 - 1.38 acre (0.56 hectare)
Plot 8 - 1.27 acre (0.51 hectare)
Plot 9 - 0.63 acre (0.26 hectare)

Total - 11.67 acre (4.72 hectare)

Assumed site boundary and site constraints subject to confirmation.
All legal easements and nature of existing underground services
location are subject to confirmation.

0 5 10 15 20 25m
SCALE 1:500

Rev	Date	Description	Rev	Date	Description
B	16/08/24	Updated	NBB	NBB	
C	10/09/24	Updated	NBB	NBB	
D	26/08/24	Revised/Updated	NBB	NBB	
E	20/09/24	Updated/Revised	NBB	NBB	
F	10/09/24	Updated with amended highways and Plot 9	NBB	NBB	
G	10/09/24	Updated to commence received	NBB	NBB	
H	10/09/24	Updated to commence received	NBB	NBB	
A	10/07/24	Updated to commence received	NBB	NBB	

Project Title	PROPOSED DEVELOPMENT ROCKINGHAM 1 Dearne Valley Parkway Barnsley
Client	Harworth Estates
Status	FOR PLANNING
Scale	1:500
Drawn By	NBB
Checked By	JMR
Date	07/2014
Drawing Title	PROPOSED SITE PLAN
Job/Sheet No.	11462-110
Rev	H

THE HARRIS PARTNERSHIP MANCHESTER 250, John Street, Manchester, M3 3JA T: 0161 231 8000 F: 0161 231 8072	THE HARRIS PARTNERSHIP MANCHESTER 250, John Street, Manchester, M3 3JA T: 0161 231 8000 F: 0161 231 8072	THE HARRIS PARTNERSHIP MANCHESTER 250, John Street, Manchester, M3 3JA T: 0161 231 8000 F: 0161 231 8072
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APPENDIX BGH 3



BARNSLEY
Metropolitan Borough Council

APPROVAL OF RESERVED MATTERS

TOWN AND COUNTRY PLANNING ACT 1990

APPLICATION NO. 2015/0091

To DTZ
St Paul's House
23 Park Square South
Leeds
LS1 2ND

Proposal Development of three employment units at plots 2, 3 and 4, substation, spur road, sustainable drainage system and landscaping - (approval of reserved matters pursuant to application 2014/1055)

At Land off Dearne Valley Parkway, Birdwell, Barnsley

Approval is hereby given for the proposals which were the subject of the Application and Plans registered by the Council on 12 February 2015 and described above, being matters reserved in the permission granted on under Application

The approval is subject on compliance with the details specified in the application, the approved plans and conditions of the outline permission and, additionally, is subject to the following conditions:-

- 1 The development hereby approved shall be carried out strictly in accordance with the amended plans (Design and Access Statement ref. 11462A-DA01 rev.B, Materials Samples document ref. 11462A-MS01 rev.B, 15% Carbon Reduction (Sustainability) Report December 2014 v2.0, Arboricultural Assessment January 2015, Plans 11462A-112 rev.H, 11462A-113 rev.A, 11462A-114 rev.C, 11462A-115, 11462A-116 rev.A, 11462A-117 rev.C, 11462A-118 rev.A, 11462A-119 rev.C, ref. 11462A-120 rev.D, 11462A-121, 11462A-122, 11462A-123 rev.A, 11462A-124 rev.B, 11462A-125 rev.C, 4652-R10, V11462 L01 rev.F, V11462 L02 rev.B, V11462 L03 rev.C, D25550/PY/A, V11462 L04 Rev.C, Ecology - Water Attenuation Pond & Great Crested Newt report March 2015) and specifications as approved unless required by any other conditions in this permission.

Reason: In the interests of the visual amenities of the locality accordance with Core Strategy Policy CSP 29, Design.

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

Signed

Service Director Economic Regeneration, Development, Environment & Culture

Dated 24 March 2015

- 2 No development or other operations being undertaken on site shall take place until the following documents in accordance with British Standard 5837:2012 Trees in relation to design, demolition and construction - Recommendations have been submitted to and approved in writing by the Local Planning Authority:

Tree Protection Plan (TPP)
Arboricultural Method Statement (AMS)

The development shall be carried out in accordance with the approved TPP & AMS and the erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced off in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

Reason: To safeguard existing trees, in the interest of visual amenity.

- 3 The 2.5m high close boarded timber acoustic fence and bund, as shown on the approved site plan - 11462A-112 Rev G) shall be installed prior to occupation of the units and retained as such thereafter.

Reason: In the interests of residential amenity, in accordance with policy CSP40.

- 4 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.

- 5 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.

- 6 Upon commencement of development details of a habitat management plan for the pond areas and surrounding grassland & woodland shall be submitted to and approved in writing by the Local Planning Authority. The pond areas and surround grassland & woodland shall be managed in accordance with approved details.

Reason: In the interests of enhancing biodiversity, in accordance with policy CSP36.

- 7 Raw data concerning sightings of amphibians, reptiles and small mammal species as a result of the implementation of the measures contained the 'Ecology - Water Attenuation Pond and Great Crested Newt' shall be provided to Local Planning Authority within a month of the recording.

Reason: In the interests of preserving biodiversity, in accordance with policy CSP 26.

Informative(s)

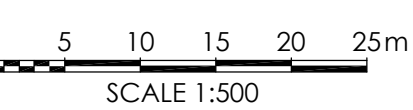
Pursuant to article 31(1)(cc) of the Town and Country Planning (Development Management Procedure) Order 2010 (as amended), the Local Planning Authority have, where possible, made a pre-application advice service available, complied with our Planning Service Charter for Business and otherwise actively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

NOTES:-

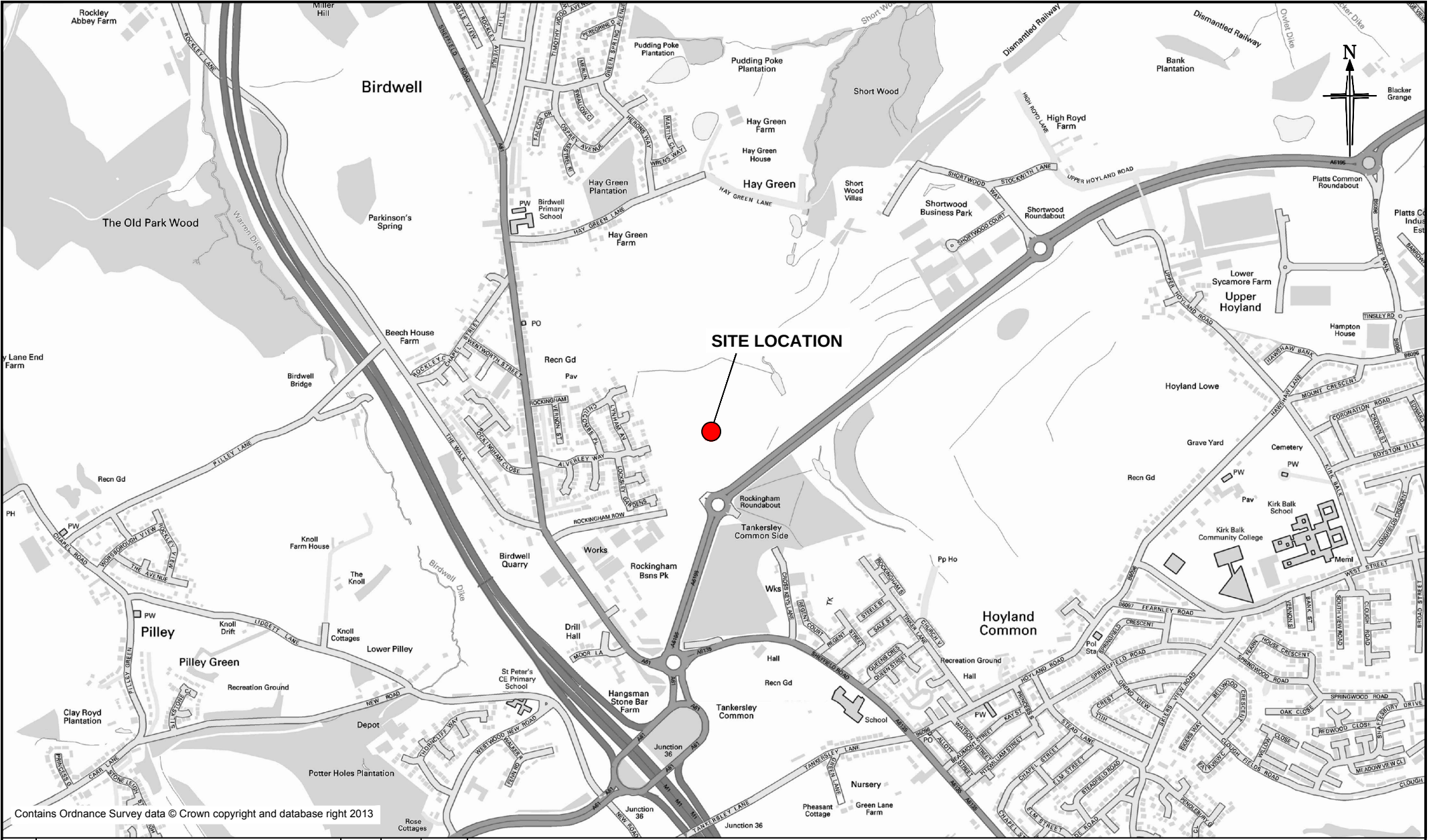
1. If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development, or grant permission or approval subject to conditions, he may appeal to the Secretary of State for the Environment, Transport and Regions in accordance with Section 36 of the Town and Country Planning Act 1971 within six months of receipt of this notice. (Appeals must be made on a form which is obtainable from The Planning Inspectorate, Room 3/24 Hawk Wing, Temple Quay, 2 The Square, Temple Quay, Bristol, BS1 6PN). The Secretary of State has power to allow a longer period for the giving of a notice of appeal, but he will not normally be prepared to exercise this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State is not required to entertain an appeal if it appears to him that permission for the proposal development could not have been granted by the local planning authority, or could not have been so granted otherwise than subject to the conditions imposed by them, having regard to the statutory requirements*, to the provisions of the development order, and to any directions given under the order. He does not, in practice, refuse to entertain appeals solely because the local planning was based on a direction given by him.
2. If permission to develop land is refused or granted subject to conditions, whether by the local planning authority or the Secretary of State for the Environment, Transport and Regions and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted, he may serve on the Common Council, or County Council, London Borough or District Council in which land is situated as the case may be, a purchase notice requiring the Council to purchase his interest in the land in accordance with the provisions of Part IX of the Town and Country Planning Act 1971.

3. 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 of the application to him. These circumstances in which such compensation is payable are set out in Section 169 of the Town and Country Planning Act 1971.

* The statutory requirements are those set out in section 36(7) of the Town and Country Planning Act 1971, namely sections 29(1), 30(1), 67 and 74 of the Act.



APPENDIX BGH 4



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Rev:	Amendment:	DRN:	CHK:	Date:

Client: GREENE KING PROPERTY DEVELOPMENTS LIMITED

Project: DEARNE VALLEY, BARNSELY

Title: SITE LOCATION PLAN

BRYAN G HALL

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T 0203 553 2336

Job No: 15-228

Scale: N.T.S.

Drawn: RD

Drawing No: 15/228/LOC/001

Checked: AM

Date: 03/08/2015

Revision:

A4 - 297 x 210

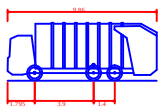
APPENDIX BGH 5



Client: GREENE KING PROPERTY DEVELOPMENTS LIMITED		Project: DEARNE VALLEY, BARNSLEY		B	Track updated to latest site plan	RD	AM	21-08-2015
BRYAN G HALL CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS Copyright Reserved Bryan G Hall Ltd.		Title: AUTO TRACK MANOEUVRES LARGE REFUSE VEHICLE (3 AXLE)		Rev:	Amendment:	Drn:	Chk:	Date:
E highways@bryanghall.co.uk Suite E15 Josephs Well Hanover Walk LEEDS LS3 1AB T 0113 246 1555 F 0113 234 2201		W www.bryanghall.co.uk Lighterman House 26/36 Wharfedale Road LONDON N1 9RY T 0203 553 2336		Job No: 15-228		Drawn: RD		Checked: AM
				Scale: 1:500 A3 - 420 x 297		Drawing No: 15/228/ATR/001		Date: 10-07-2015 Revision: B



PARK



Large Refuse Vehicle (3 axle)
Overall Length 9.860m
Overall Width 2.450m
Overall Body Height 3.814m
Min Body Ground Clearance 0.366m
Track Width 2.450m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 9.500m

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Lighterman House
26/36 Wharfedale Road
LONDON | N1 9RY
T 0203 533 2336

Client: GREENE KING PROPERTY DEVELOPMENTS LIMITED

Project: DEARNE VALLEY, BARNSELEY

Title: AUTO TRACK MANOEUVRES
LARGE REFUSE VEHICLE (3 AXLE)
SHEET 2 OF 2

Rev:	Amendment:	DRN:	CHK:	Date:
Status:				
Drawing No:	15/228/ATR/002	Date:	10-07-2015	Scale: 1:500 A4 - 297 x 210
Job No:	15-228	Revision:	Drawn: RD	Checked: AM

APPENDIX BGH 6

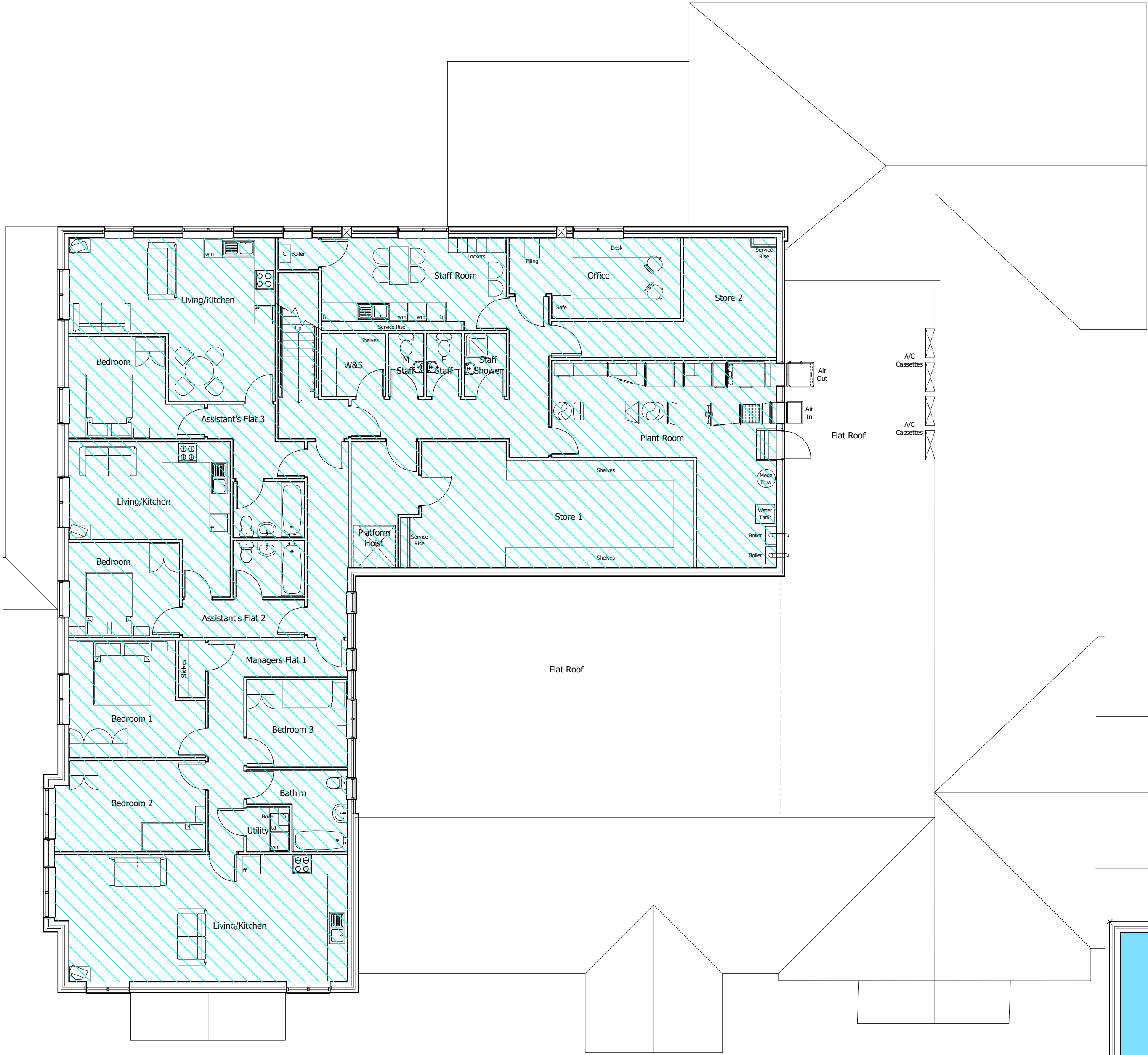
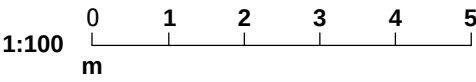
The contents of this drawing is strictly confidential and is not to be copied or distributed to any other party or individual without prior written approval from Arch-e-tech Design Ltd.

NOTE
All dimensions to be checked on site and any discrepancies to be notified prior to the commencement of work

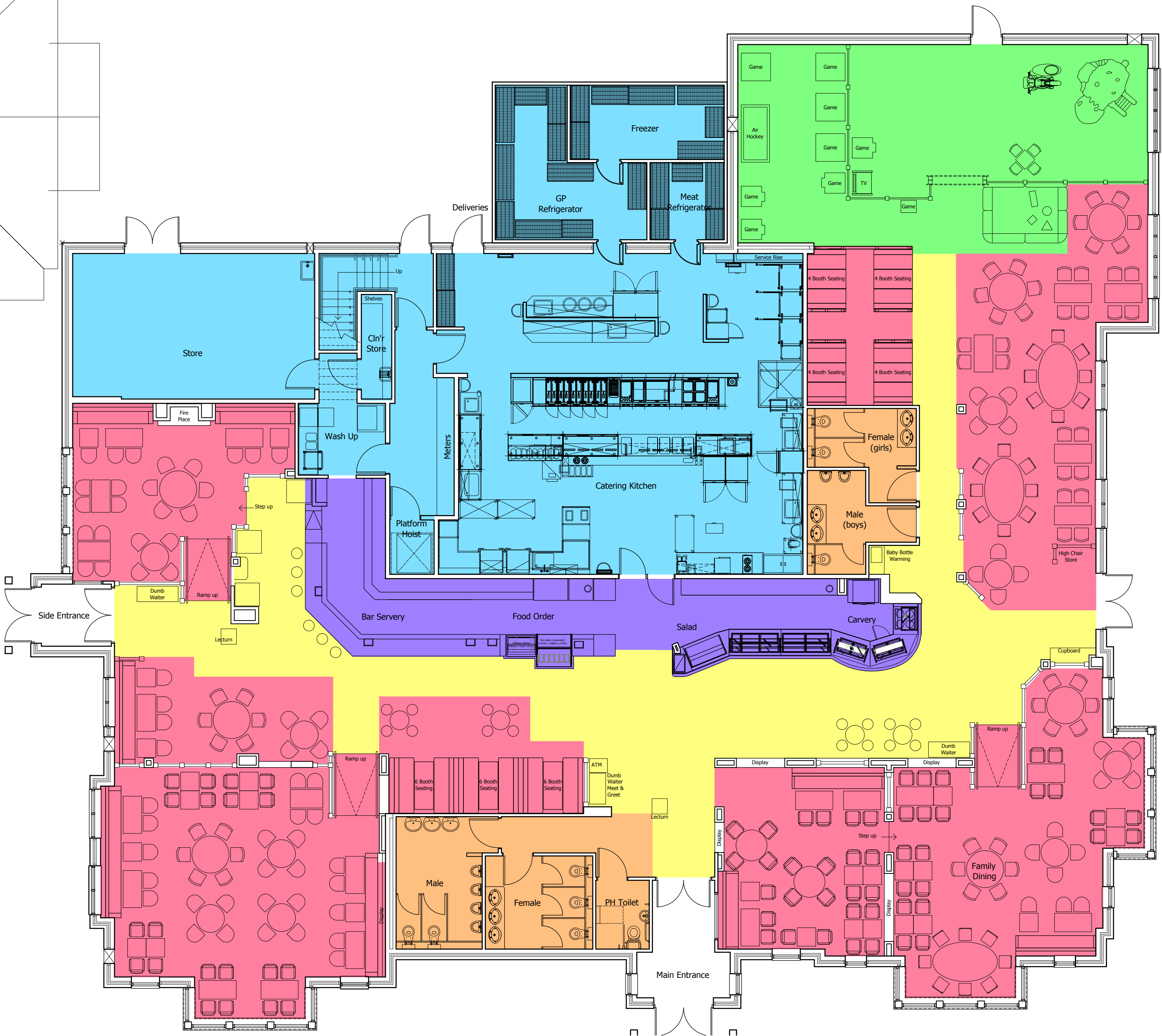
Do not scale from this drawing

If in doubt ask

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Net Areas:		KEY:
308m ²		Customer Dining / Lounge Bar Areas (296 Covers)
119m ²		Entrances / Meet & Greet, Customer Circulation & Waiting Areas
51m ²		Toilets & Nappy Change Areas
82m ²		Childrens Distraction Area
58m ²		Food & Drink Serveries
227m ²		Kitchen Preparation & Storage Areas
TOTAL GF 824m ²		
333m ²		First Floor Managers / Staff / Storage Areas
TOTAL FF 333m ²		



A	Kitchen updated to HK kitchens Latest model showing pod fridge and freezer.	06.08.15	RB
Rev	Revision Notes	date	initial

arch-e-tech
design ltd
Butterthwaite House
Jumble Lane
Ecclesfield
Sheffield, S35 9XJ
Tel: 0114 2451021 Email: admin@archetech.co.uk

client	GREENE KING
--------	-------------

job title	BUSINESS PARK AMENITY RESTAURANT DEARNE VALLEY BARNLEY
-----------	---

drg title	PROPOSED FLOOR PLANS (including floor areas)
-----------	---

date	JULY 2015	drawn	RB
scale	1:100	sheet	A1
drg no	1340/08	rev	A

APPENDIX BGH 7

OAK TREE FARM, CAMBERWELL WAY, SUNDERLAND

OCCUPANCY SURVEY - FRIDAY 22 MARCH 2013

Time	In	Out	Occ.
10:00	5	2	8
10:15	4	0	11
10:30	3	0	15
10:45	6	3	18
11:00	1	2	21
11:15	4	2	20
11:30	12	3	22
11:45	17	9	31
12:00	17	5	39
12:15	19	7	51
12:30	14	6	63
12:45	10	10	71
13:00	9	6	71
13:15	8	13	74
13:30	6	13	69
13:45	6	10	62
14:00	7	12	58
14:15	3	16	53
14:30	4	12	40
14:45	4	13	32
15:00	4	3	23
15:15	4	7	24
15:30	4	4	21
15:45	6	8	21
16:00	16	3	19
16:15	9	4	32
16:30	6	2	37
16:45	10	11	41
17:00	15	9	40
17:15	13	5	46
17:30	15	8	54
17:45	18	11	61
18:00	18	11	68
18:15	17	9	75
18:30	10	10	83
18:45	14	15	83
19:00	14	8	82
19:15	5	9	88
19:30	2	14	84
19:45	8	11	72
20:00			69

OAK TREE FARM, CAMBERWELL WAY, SUNDERLAND**OCCUPANCY SURVEY - SATURDAY 23 MARCH 2013**

Time	In	Out	Occ.
10:00	3	0	13
10:15	0	1	16
10:30	1	0	15
10:45	1	2	16
11:00	11	4	15
11:15	6	1	22
11:30	14	3	27
11:45	16	3	38
12:00	17	4	51
12:15	17	3	64
12:30	18	7	78
12:45	10	11	89
13:00	16	13	88
13:15	12	19	91
13:30	17	14	84
13:45	14	12	87
14:00	10	24	89
14:15	11	23	75
14:30	8	10	63
14:45	13	11	61
15:00	9	8	63
15:15	5	12	64
15:30	10	18	57
15:45	14	11	49
16:00	12	6	52
16:15	10	12	58
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16:45	11	12	57
17:00	9	5	56
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17:45	13	10	67
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18:15	8	11	74
18:30	9	8	71
18:45	7	9	72
19:00	10	12	70
19:15	14	14	68
19:30	6	11	68
19:45	2	6	63
20:00			59

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