TRAFFIC & HIGHWAYS ENGINEERING LIMITED

TRANSPORT STATEMENT

PROPOSED McDONALD'S RESTAURANT

LAND NORTH OF DEARNE VALLEY PARKWAY

BIRDWELL

BARNSLEY

S70 5TW

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

ADL/CC/4341/02A October 2020

REPORT CONTROL

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This report is completed on 06/10/20 during the Coronavirus Pandemic.

During this period the Government advice remains that you should not:

- *socialise indoors in groups of more than six persons – this includes when dining out or going to the pub*
- *socialise outdoors in a group of more than six people*

With regard to travel, the advice state that to reduce demand on the public transport network, you should walk or cycle wherever possible. If you have to use public transport, you should try to avoid peak times. People using public transport must wear face coverings, and are also advised to socially distance and avoid busy routes.

Some areas have local restrictions in place and local advice should be followed when travelling into, out of and within these areas.

It is recognised and acknowledged that the Covid-19 virus and the predicted severe recession will have an impact on travel patterns and behaviour in the foreseeable future. However, this has not yet been able to be quantified.

Every effort has been made in the preparation of this report to present the factual information (which was largely collected or prepared pre virus) as accurately as possible and draw conclusions based on these facts. Revisions and updates of the report may be required in the future in light of changing circumstances, planning advice and Government guidance.

Recommended travel options, may be reviewed prior to implementation in light of the then current Government guidance or other pertaining circumstances.

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1.0 INTRODUCTION

1.1 Purpose of Report

1.1.1 ADL Traffic and Highways Engineering have been appointed by McDonald's Restaurants Ltd to prepare this Transport Statement (TS) in support of the planning application for the redevelopment of land at Land to the North of Dearne Valley Parkway, Birdwell, Barnsley. The site forms part of a wider development known as Rockingham Phase 1.

1.2 Scope of Study

1.2.1 Chapter 2.0 describes the site and surrounding area, as well as the local highway network. This chapter also provides a review of the planning history for Rockingham Phase 1 and details of other McDonald's restaurants within 10km of the site.

1.2.2 Chapter 3.0 assesses the accessibility of the site by walking, cycling and public transport.

1.2.3 Chapter 4.0 describes the development proposals and provides an assessment of the access arrangements, parking provision, standards and servicing arrangements

1.2.4 Chapter 5.0 presents an assessment of the permitted and proposed floor areas and traffic for the Rockingham Phase 1 site.

1.2.5 Chapter 6.0 sets out the other supporting documents which will be submitted with the planning application.

1.2.6 Chapter 7.0 summarises and concludes the report.

1.2.7 The Appendices are included at the rear of the report.

2.0 BASELINE TRANSPORT INFORMATION

2.1 Site Location and Surrounding Area

2.1.1 The site is located 7.2km south of Barnsley city centre. The site is located 2.5km to the south of the village of Birdwell and to the north of the A6195. The site is also 0.5km to the east of the M1 Junction 36. A plan showing the site location is included as Appendix 1.1.

2.1.2 The site is roughly rectangular in shape is the last undeveloped plot which forms part of the Rockingham Phase 1 development. To the south of the site is Dearne Valley Parkway (A6195) to the north is the internal Access Road, to the east is a B8 Unit (Unit 5) and to the west is the Dearne Valley Farm public house. A plan showing the site and surrounding area is included as Appendix 1.2.

2.2 Road Network

2.2.1 The access to the Rockingham Phase 1 Development is via a four arm roundabout with Dearne Valley Parkway (A6195) and Sheffield Road. This roundabout is known as the Rockingham Roundabout.

2.2.2 The Access Road into the Phase 1 development is a single carriageway road and subject to a 30mph Road and streetlighting facilities. The Access Road serves the Rockingham Phase 1 development to the north and a BP petrol filling station and Costa Coffee drive thru to the south which form part of a separate permitted development.

2.2.3 The A6195 runs north to south from the junction with the A628 located 17km north of the Rockingham Roundabout to the A61/Sheffield Road signalised roundabout located 250m south of the Rockingham Roundabout. Dearne Valley Parkway (A6195) is a two lane, dual carriageway between the A61 junction and the Wath Road Roundabout at Brampton.

2.2.4 Between the A61 Junction and the Rockingham Roundabout the A6195 is subject to a 40mph limit, on the exit of the Rockingham Roundabout it is subject to the national speed limit (70mph). There are street lighting facilities at the Rockingham Roundabout.

2.2.5 The A61 meets the M1 Junction 36 at a large four arm, grade separated, signalized roundabout located 0.5km south of the Rockingham Roundabout which is known as the Tankersley Roundabout.

2.2.6 The Rockingham Roundabout forms a quadrant of four linked roundabouts with the A61 signalised roundabout and two standard roundabouts with Sheffield Road. The north eastern roundabout provides access to a Starbucks coffee shop (referred to in this report as the Starbucks Roundabout). The southern Sheffield Road roundabout provides a route to Hoyland Common and Chapel Town (referred to in this report as the Sheffield Road Roundabout).

2.3 Planning History

2.3.1 The planning history of the Rockingham Phase 1 development has been set out below to demonstrate the details of the permitted development.

Application 2014/1055: Outline Consent Phase 1

2.3.2 Planning was permitted on 23rd January 2015 for application 2014/1055 for the redevelopment of the land north of Dearne Valley Parkway for a phased mixed use development comprising of employment B1 (b/c), B8 (with ancillary B1), hotel C1 and/or car showroom garage (sui generis/B2) and food and drink (A3/A4/A5).

2.3.3 A plan showing the original outline scheme is included as Appendix 2.1. The proposed McDonald's site formed Unit 7 and was proposed to comprise of a 1858sqm car showroom.

Application 2015/1118: Variation of Outline Consent Phase 1

2.3.4 Planning was permitted on 10th December 2015 for application 2015/1118 for the variation of Conditions 3, 4, 6, 10 and 12 of application 2014/1055. A copy of the decision notice is included as Appendix 2.2

2.3.5 The application was supported by a Technical Note produced by Optima Highways dated August 2015 and Optima Highways Gateway 36 Phase 1 Trip Generation Calculation Formula dated 26th August 2015. A copy of the trip calculation formula is included as Appendix 2.3.

2.3.6 Condition 6 of the planning permission restricts the total floor area for Phase 1 to 18,400sqm and the quantum of food and drink floor area (A3/A4/A5 use) to 2,280sqm as shown below:

6 The development hereby approved shall not exceed a maximum of 18,400sqm of floorspace, of which a maximum 2,280sqm (12%) may be food & drink (A3/A4/A5) uses, 2,700sqm (15%) hotel (C1) and 2,000sqm (11%) 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.

2.3.7 Condition 10 of the planning permission restricts the level of permitted traffic generation to 103 trips (two way) during the weekday Am peak hour and 135 trips (two way) during the Pm peak hour. The trips to be calculated according to the Optima trip calculation formula as set out below:

10 The final mix of development must not result in greater than 103 and 135 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 Gateway 36 Phase 1 Trip Generation Calculation Formula, dated 26th August 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.

2.3.8 The following applications have been submitted for individual units on the Phase 1 development.

Application 2015/0091: Units 2,3 and 4 (Employment Use)

2.3.9 Planning was permitted on 24th March 2015 for employment Units 2, 3 and 4 totaling 6,038sqm (B1 b/c use). These units are now all built and occupied as follows.

- Unit 2 1,207sqm Esso GB
- Unit 3 2,787sqm Talurit UK

- Unit 4 2,044sqm Environment Agency

Application 2015/0954 Unit 5 (Employment Use)

2.3.10 Planning was permitted on 9th December 2015 for employment Unit 5 (B8 use) with a floor area of 6,968sqm. This unit is now built and occupied by Carsupermarket.com.

2.3.11 This scheme for Unit 5 was larger than that originally depicted as part of the original outline scheme also included the part of the site intended for Unit 6.

Application 2016/0083 Unit 1 (A3/A5 Use)

2.3.12 Planning was permitted on 15th April 2016 for the erection of a split A3/A5 unit with a total floor area of 431.5sqm. This unit is now occupied by KFC (255sqm) and Dunkin Donuts (176.5sqm).

Application 2015/1047 Unit 8 (A4 Use)

2.3.13 Planning was permitted on 23rd November 2015 for the erection of a pub/amenity restaurant (A4 use) with a floor area of 1157sqm. This unit is now occupied by Dearne Valley Farm public house.

Application 2017/0276 Unit 9 (A3/A5 Use)

2.3.14 Planning was permitted on 1st September 2017 for the erection of a restaurant with drive thru facilities (A3/A5 use) with a floor area of 175sqm. This unit is now occupied by Taco Bell.

2.4 McDonald's Restaurants Within 10km of the Site

2.4.1 The existing McDonald's restaurants within 10km of the site are shown on the plan in Appendix 3.0 and are summarised in Table 2A below.

Table 2A Existing McDonald's Restaurants Within 10km of the Site

ADL Ref		Details
1	Address	Tankersley, Wentworth Industrial Estate, S75 3DL
	Distance	1.4 miles (2.3km)
	Drive Thru	Yes
2	Address	Barnsley Upper New Street, S70 1LQ
	Distance	3.2 miles (5.1km)
	Drive Thru	Yes
3	Address	Barnsley Stairfoot Roundabout, S70 3NT
	Distance	3.2 miles (5.1km)
	Drive Thru	Yes
4	Address	Cortonwood Retail Park, S73 0TB
	Distance	3.5 miles (5.6km)
	Drive Thru	Yes
5	Address	Barnsley Old Mill Lane
	Distance	3.9 miles
	Drive Thru	Yes (6.3km)

2.4.2 Table 2A demonstrates that there are 5 existing restaurants within 10km of the site, all of which have a drive thru facility. The proposal would therefore act as a local drive thru facility for Birdwell and Hoyland.

3.0 ACCESSIBILITY

3.1 Pedestrians/Cyclists

3.1.1 The site is located in a mature urban environment with a well-developed pedestrian/cycle network which currently serves the Rockingham Phase 1 Development occupiers.

3.1.2 There are footways on both sides of the Access Road into the Rockingham Phase 1 Development. There is a public footpath which runs along the western boundary of the Phase 1 site from the Access Road to Alverley Way which provides a link from the residential area of Birdwell.

3.1.3 There is a footway which runs from Sheffield Road (Birdwell) along the western side of the A6195 to the Rockingham Roundabout. There are signalised Puffin pedestrian crossing facilities on the A6195 (northern arm) of the A61 signalised roundabout.

3.1.4 There are signed shared footway/cycleways on both sides of Sheffield Road (A6135) between the Starbucks Roundabout and the Sheffield Road Roundabout which provides as link to the residential area of Hoyland Common.

3.1.5 There are uncontrolled pedestrian crossing facilities on the northern, southern and eastern arms of the Sheffield Road Roundabout with pedestrian refuges, drop kerbs and tactile paving.

3.1.6 There are uncontrolled pedestrian crossing facilities on all arms of the Starbucks Roundabout with pedestrian refuges, drop kerbs and tactile paving.

3.1.7 There are uncontrolled pedestrian crossing facilities on the A6195 arms of the Rockingham Roundabout with pedestrian refuges and drop kerbs. There is an uncontrolled crossing facility on the Rockingham Access Road arm of the roundabout with a refuge, drop kerbs and tactile paving.

3.1.8 A plan of the cycle route in the vicinity of the site is included as Appendix 4.1.

3.1.9 The site is therefore reasonably accessible by walking and cycling.

3.2 Public Transport

3.2.1 The nearest bus stops are located on Sheffield Road in Birdwell at a distance of 868m from the restaurant entrance. The northbound bus stop is equipped with a post and shelter. The southbound bus stop is post only. The location of the stops is shown on the plan in Appendix 4.2.

3.2.2 The services at these bus stops are operated by Stagecoach. Table 3A provides a summary of the bus services. A plan showing the local bus routes is included as Appendix 4.3.

Table 3A Bus Services: Summary

№	Route	Daytime Frequency		
		Mon-Fri	Sat	Sun
2/X2	Hallamshire Hospital - Barnsley	1/hr	1/hr	1/hr
66	Barnsley - Elsecar	3/hr	3/hr	2/hr
67/67b/67c	Barnsley - Wombwell	2/hr	2/hr	4 per day
X17	Chesterfield – Sheffield - Barnsley	1/hr	1/hr	1/hr

3.2.3 Table 3A demonstrates that the site is served by up to 7 buses per hour Monday to Saturday and 4 buses on Sunday providing regular services to Wombwell, Elsecar and Barnsley.

3.2.4 The site is therefore reasonably accessible by non-car modes at a level commensurate with the existing restaurant/hot food takeaway uses on the Rockingham Phase 1 Development.

3.3 BREEAM Accessibility Index

3.3.1 There are no bus stops within 650m of the site. Therefore, the BREEAM Accessibility Index has not been calculated.

3.4 Accessible Amenities Within 500m

3.4.1 In accordance with the BREEAM requirements, ADL have included a plan of the accessible amenities located within 500m of the site. The plan is included as Appendix 4.4

3.4.2 Within 500 metres of the site there is:

- Appropriate food outlet (Costa Coffee, Greggs, Taco Bell, ALDI superstore, Dearne Valley Farm, Starbucks);
- Access to cash (BP Garage Cashpoint);
- Access to a recreation or leisure facility (The Rockingham Centre);
- Community Centre (The Rockingham Centre).
- Access to an outdoor open space (The Rockingham Centre)

3.4.3 The proposal also provides an additional appropriate food outlet.

4.0 DEVELOPMENT PROPOSALS

4.1 Site Layout

4.1.1 It is proposed to redevelop the site to provide a 350sqm (GIA) single storey McDonald's Restaurant with side-by-side drive thru facilities. The customer area would be 84sqm with up to 100 seats.

4.1.2 It is expected that the restaurant would operate 24 hours Monday to Sunday.

4.1.3 Based on data from McDonald's it is expected that up to 15 staff would be on site at any one time.

4.1.4 The Architect's layout is included as Appendix 5.1.

4.2 Access Arrangements

Vehicles

4.2.1 Access to the proposed restaurant would be via the Rockingham Phase 1 Access Road with a new priority junction access for the site.

4.2.2 The new site access would have visibility splays of 2.4m x 43m in both directions as shown on the plan in Appendix 5.2. The visibility splays would accord with the standards in Manual for Streets (2010) for a 30mph road.

Pedestrians

4.2.3 Pedestrian access to the restaurant would be provided from the existing footpath running along the southern side of the Access Road. There would be footway links alongside both the eastern and western sides of the car park which would link with the restaurant entrance. Informal zebra crossing facilities would be provided within the car park to give priority to pedestrians.

Disabled and Visually Impaired Access

4.2.4 It is proposed to provide 3 accessible parking spaces for disabled customers. The drive thru facility also enables disabled customers to order and purchase food without needing to leave their vehicle. Visually impaired customers are most likely to arrive by vehicle as the passenger and therefore be escorted to and from the restaurant building. Drop kerbs and tactile paving have been provided appropriately at the pedestrian crossing points across the drive thru lane.

4.2.5 More information regarding accessibility for disabled and visually impaired people is provided as Appendix 5.3.

Deliveries

4.2.6 The delivery vehicle will access via the Rockingham Roundabout and Access Road and unload within the customer car park adjacent to the restaurant. The delivery vehicle would then exit the car park in a forward gear. Further details are provided in Section 4.5.

4.3 Year of Opening

4.3.1 The proposed year of opening is 2022.

4.4 Parking Provision and Assessment of Standards

4.4.1 It is proposed to provide 52 parking spaces within the McDonald's car park including 3 accessible parking spaces close to the restaurant, 2 reserve bays for drive thru customers, 3 car share spaces and 2 Electric Vehicle Charging Points (EVCPs)

4.4.2 There would be 8 cycle parking spaces (4 Sheffield stands) for customers and 6 cycle parking spaces (3 Sheffield stands) for staff. The cycle parking spaces would be covered with shelters. There would therefore be 14 cycle parking spaces in total.

4.4.3 There would be 3 motorcycle parking spaces.

Parking Standards

4.4.4 Barnsley Metropolitan Borough Council parking standards are set out in the Supplementary Planning Document; Parking which was adopted in November 2019. The car parking standards for the proposed development have been assessed in Table 4A below.

Table 4A Assessment of Car Parking Standards

Use Class	Recommended Parking Provision	Proposed Development	Recommended Parking Provision	Proposed Parking Provision
A3 Restaurants	1 space/4sqm 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	100 seat dining area 15 non resident staff	38 spaces	52 spaces

4.4.5 The recommended parking standard for the development is 38 spaces. It is proposed to provide 52 spaces which is above the Council's standards but it is considered that the level of parking proposed is appropriate for the expected parking demand and to accommodate the swept path of the delivery vehicle.

4.4.6 The cycle parking standards have also been assessed as shown in Table 4B below. The proposed cycle parking provision of 14 spaces accords with the Council's standards.

Table 4B Assessment of Cycle Parking Standards

Use Class	Minimum Cycle Parking Standard	Proposed Development	Minimum Cycle Parking Requirement	Proposed Provision
Restaurant	1 long stay space per 20 staff 1 short stay space per 40sqm for visitors	15 staff 84 sqm dining area	1 long stay space 3 short stay spaces	14 cycle parking spaces (8 short stay spaces and 6 covered long stay spaces)

4.4.7 It is proposed to provide 3 disabled parking spaces (5% of the total parking provision) in accordance with the Councils standards.

4.4.8 The Council's parking standard for powered two wheelers is one space per 20 car parking spaces. It is proposed to provide 3 motorcycle parking spaces in accordance with the Council's standards.

4.5 Servicing/Refuse Provision

4.5.1 McDonald's has been trading in the UK since 1974. The company operates over 1,280 fast service restaurants (+90 ROI) of which around 880 are restaurants with drive thru facilities.

4.5.2 With regard to the 880 restaurants with drive thru facilities, on the assumption that each restaurant is serviced 3 times per week. This is equivalent to 2,640 deliveries per week or 377 per day (7 day week).

4.5.3 Martin Brower are McDonald's sole distributor for all its products and have a fleet of 150 vehicles. Martin Brower utilise multi-temperature vehicles which allows all of the restaurant's requirements for; frozen, chilled and ambient products to be delivered in one visit. This therefore reduces the number of deliveries each restaurant received.

4.5.4 Restaurants typically receive three deliveries per week. Servicing McDonald's restaurants whilst they are open is a common practice and does not present any operational difficulties.

4.5.5 Martin Brower use a sophisticated computerised planning tool (Paragon), which enables requirements of delivery destinations to be set and ensures they are complied with on every occasion the delivery is planned. The restaurant is allocated a 2-hour delivery slot and the delivery will be planned within this. Notification of the planned delivery is emailed to the restaurant two days before delivery.

4.5.6 On the day of the delivery the GPS system linked to Paragon will automatically email the restaurant 30-minutes prior to the vehicles arrival. Staff can then prepare for the delivery arrival and cone off the spaces required in the car park.

4.5.7 The goods are delivered by articulated lorry, typically 16.5m in length. This is typically parked for between 15 minutes – 1 hour. The duration of the stay depends upon the range and quantity of products to be delivered.

4.5.8 The deliveries would be scheduled to arrive during quiet trading periods for the restaurant.

4.5.9 It is proposed that servicing will be undertaken on site from the customer car park.

4.5.10 A representative from Martin Brower will visit the site prior to any new restaurant opening and assess the designated delivery area. Any special requirements (none are anticipated at this site) will be communicated to their transport and scheduling department.

4.5.11 A TRACK analysis is presented in Appendix 6.1. The analysis demonstrates that a delivery vehicle can enter, manoeuvre around the car park and exit.

4.5.12 Refuse collection would be collected by a private contractor using a 9.6m refuse vehicle, 3 times per week and would occur outside of peak hours.

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

4.5.14 Service vehicles also collect empty delivery trays and crates which are returned to supplies for reuse.

4.5.15 Cooking oil from restaurants is collected by Martin Brower's delivery vehicles and is recycled into bio diesel. The bio diesel is used as fuel by all McDonald's delivery vehicles resulting in a carbon saving of 8,200 tonnes per annum.

4.5.16 The arrangements described above follow a 'tried and tested' methodology used successfully across the UK and it could be successfully undertaken at the proposed restaurant.

4.6 Drive Thru Lane

4.6.1 The drive thru lane forms an integral part of the McDonald's operation is shown adjacent to the; eastern, southern and, western edges of the building (see Appendix 5.1). The proposed drive thru lane has capacity for up to 19 vehicles.

4.6.2 When a customer wishes to purchase a meal without leaving their vehicle, the following steps are taken:

1. Enter the drive thru lane
2. Place an order at one of the Customer Order Display (COD) units
3. Pay at the first booth
4. Collect meal from the second booth (halfway along the southern elevation) and continue out of the drive thru lane

4.6.3 In the event that a customer places a larger order, which could take longer to prepare (and potentially delay other drivers using the drive thru lane), then a member of staff will divert them to one of two 'reserve bays' or to the Fast Forward Booth. The reserve bays are situated near the store side entrance and once the order is ready, a member of staff will carry the meal from the restaurant, to the customer. If a customer is directed to the Fast Forward booth then their meal is passed to them through the window by a member of staff.

4.6.4 Side by side ordering facilities provide a more efficient drive thru process. The proposals would reduce the time taken to process customers through the drive thru facility and therefore assists in effectively managing the length of the drive thru queue. Drivers waiting for an order would use one of the two COD units within the drive thru lane depending upon how many vehicles are waiting. Both COD units would operate simultaneously at all times and in practice can be likened to a dual pay-barrier arrangement at multi-storey car parks across the country.

4.6.5 A TRACK analysis is presented in Appendix 6.2 which illustrates a vehicle circulating the drive thru lane.

5.0 PERMITTED AND PROPOSED FLOOR AREAS AND TRAFFIC GENERATION ROCKINGHAM PHASE 1

5.1 Permitted and Proposed Floor Areas

5.1.1 The permitted and proposed floor areas have been calculated according to Condition 6 of application 2015/1118 (variation of the outline consent). The results illustrating the total permitted and proposed floor areas are shown in Table 5A below.

Table 5A Assessment of Existing/Proposed Total Floor Areas

Land Use and Application Ref.	Floor Area
2015/0091 (Units 2, 3, 4) Employment Use B1 b/c)	6,038sqm
2015/0954 (Unit 5) Employment Use B8	6,968sqm
Total Existing Employment	13,006sqm
Existing Restaurant A3/A4/A5	1,763.5sqm
Total Existing Development	**14,769.5sqm**
Proposed McDonalds NG100	350sqm
Total Proposed Development	**15,119.5sqm**
Max. Permitted App 2015/1118 Condition 6	**18,400sqm**
Difference	**-3280.5sqm**

5.1.2 Table 5A demonstrates that the existing floor area for Rockingham Phase 1 is 14,769.5sqm. The proposed total floor area would be 15,119.5sqm which is still 3280.5sqm below the 18,400sqm permitted by the outline consent.

5.1.3 The permitted and proposed quantum of A3/A4/A5 development is summarized in Table 5B below.

Table 5B Assessment of Permitted/Proposed A3/A4/A5 Floor Areas

Planning Ref.	Unit	Occupier	Floor Area
2015/1047	8	Dearne Valley Farm Pub	1157sqm
2016/0083	1	KFC/Dunkin Donuts	431.5sqm
2017/0276	9	Taco Bell	175sqm
Total Existing A3/A4/A5 Development	**-**	**-**	**1763.50sqm**
Max Permitted Floor Area A3/A4/A5 Application 2015/1118 Condition 6	**-**	**-**	**2280sqm**
Proposed McDonald's NG100	**-**	**-**	**350sqm**
Proposed A3/A4/A5 Floor Area			**2113.5sqm**
Difference			**-166.5sqm**

5.1.4 Table 5B demonstrates that the total existing A3/A4/A5 floor area for Rockingham Phase 1 is 1763.50sqm. The proposed A3/A4/A5 floor area including McDonald's would be 2113.5sqm. This is 166.5sqm below the 2280sqm A3/A4/A5 floor area permitted by the outline consent.

5.2 Permitted and Proposed Traffic

5.2.1 The level of permitted and proposed traffic has been calculated according to the Optima Highways Gateway 36 Phase1 Trip Calculation Formula 26/08/2015 referenced in Condition 10 of application 2015/1118 for the outline consent. The results are summarised in Table 5C below.

Table 5C Existing/Proposed Traffic Assessment: Based on Optima Gateway 36 Trip Generation Calculation Formula 26 August 2015

Ref	Use	Existing/Proposed Development	AM Peak Trip Formula	Am Peak Traffic (Two way)	PM Peak Trip Formula	PM Peak Traffic (Two Way)
A	Car Showroom	0sqm	A x 1.068 / 100	0	A x 0.747 / 100	0
B	B1 b/c industry	6038sqm Units 2,3,4	B x 0.741 / 100	44	B x 0.629 / 100	38
C	B8 warehousing	6968sqm Unit 5	C x 0.154 / 100	11	C x 0.228 / 100	16
D	A3/A5 restaurant/ takeaway existing	606sqm Units 1, 9	(D x 26.296) x 11% / 100	18	(D X 21.773) X 11% / 100	15
E	A4 pub	1157 Unit 8	E x 0.0 / 100	0	E x 4.889 / 100	57
F	C1 hotel	0 beds	F x 0.422	0	F x 0.330	0
Total Existing Development				**73**		**126**
D A3/A5 proposed McDonalds		350sqm	D x 26.296 x 11% / 100	10	(D x 21.773) x 11% / 100	8
Total Proposed				**83**		**134**
Total Permitted Allowance Application 2015/1118 Condition 10				**103**		**135**
Difference				**-20**		**-1**

Notes: A= car showroom GFA
B= office GFA
C = B8 GFA
D = A3/A5 GFA
E = A4 pub GFA
F = Number of bedrooms in hotel

5.2.2 Table 5C demonstrates that according to the agreed permitted trip matrix, the existing occupiers permitted traffic is as follows;

- Am Peak 73 trips (two way)
- Pm Peak 126 trips (two way)

5.2.3 The proposed traffic based on the trip matrix would be as follows;

- Am Peak 83 trips (two way)
- Pm Peak 134 trips (two way)

5.2.4 Condition 10 of application 2015/1118 permits up to 103 trips (two way) during the Am peak and 135 trips (two way) during the Pm peak. During the Am peak the proposal for 83 trips (two way) would be 20 trips below that permitted. During the Pm peak the proposal for 134 trips (two way) would be 1 trip below that permitted.

5.2.5 It is concluded that the proposed accords with the traffic permitted by the outline scheme and would therefore have no material impact on the highway network so no further analysis is required.

6.0 OTHER REPORTS SUBMITTED WITH PLANNING APPLICATION AND BREEAM ASSESSMENT

6.1 Other Reports Submitted With Planning Application

6.1 A Travel Plan and Delivery Management Plan will be submitted with the planning application.

6.2 BREEAM Assessment

6.2.1 The BREEAM requirements for a Transport Assessment and Travel Plan have been considered as follows:

- ***Negotiation with local bus, train or tram companies an increase in the local service provision for the development***
  - The site is accessible by public transport and the level of service provision is considered to be sufficient to serve the McDonalds and surrounding commercial uses. The proposed restaurant would only generate a very low level of additional public transport trips by staff and therefore there is no need to increase the local service provision for the development.

- ***Provision of a public transport information system in a publicly accessible area***
  - The restaurant will provide free wifi for customers so they will be able to look up public transport information as required. Staff will have access to the internet in the crew room which will also allow them access to online public transport information.

- ***Provision of electric recharging stations***
  - There would be 2 EVCPs provided.

- ***Provision of parking priority spaces for car sharers***
  - There would only be a small number of McDonald's staff who would be expected to drive to work on coincidental shifts therefore a formal car share space is not necessary. Staff would be encouraged to car share by the Travel Plan Co-ordinator and an informal car share scheme would be implemented as part of the Travel Plan.

- ***Consultation with the local authority on the state of the local cycling network and on improvements***
  - The site is accessible by cycling and there is an existing cycle network in the vicinity of the site. No further improvements are required.

- ***Provision of dedicated and convenient cycle storage***
  - There would be 14 secure and covered cycle parking spaces provided close to the restaurant entrance for staff and customers. This is in accordance with the Council's minimum cycle parking standard provision.

- ***Provision of cyclists' facilities***
  - There would be lockers and changing facilities provided for staff.

- ***Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas***
  - There are bus stops located within walking distance of the site. The existing road network in the vicinity of the site is subject to street lighting facilities. The level of additional public transport activity generated by McDonald's staff would be very low and therefore no improvements are justified as part of this application.

- ***Restrictions or charging for car parking***
  - The car park is intended for McDonald's customer use who would have a short duration of stay on site. Further restrictions on parking are not necessary or desirable in relation to this development.

- ***Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes***
  - The site is accessible by walking and cycling as outlined in Chapter 3.0 of this report.

- ***Provision of suitable taxi drop-off or waiting areas***
  - Taxi's would drop off within the customer car park.

- ***Ensure rural buildings have appropriate access to transport to serve the local community adequately (where procured to do so, e.g. community centre).***
  - Not applicable to this development.

6.2.2 The BREEAM requirements have therefore been fully considered and addressed as part of this Transport Assessment and the Travel Plan submitted with this application.

7.0 SUMMARY AND CONCLUSIONS

7.1 ADL Traffic & Highways Engineering have been appointed by McDonald's Restaurants Ltd to prepare this Transport Assessment in support of the planning application for a new restaurant at land to the north of Dearne Valley Parkway, Birdwell, Barnsley.

7.2 The site forms part of the wider Rockingham Phase 1 Development which is accessed off the Rockingham Roundabout and already includes a number of restaurant and employment uses. The application for the variation of the outline consent (ref 2015/118) includes Conditions 6 and 10 which limit the floor areas of A3/A4/A5 uses and the level of traffic which can be generated when calculated using a specific formula (Optima Highways Gateway 36, Phase 1 Trip Calculation Formula 26/08/15).

74 There are 5 existing restaurants within 10km of the site of which all have drive thru facilities. The proposal would therefore act as a local drive thru facility for Birdwell and Hoyland.

7.5 The site is reasonably accessible by walking, cycling and public transport.to a level which is commensurate with the other restaurant uses on the Rockingham Phase 1 Development site.

7.6 It is proposed to redevelop the site to provide a 350sqm (GIA) single storey McDonald's Restaurant with side-by-side drive thru facilities. The dining area would be 84sqm with up to 100 seats. There would be 52 parking spaces including 3 disabled parking spaces, 3 car share spaces and 2 EVCPs. There would be 14 secure and covered cycle parking spaces and 3 motorcycle parking spaces

7.7 The proposed parking and cycle parking provision accords with the Council's standards.

7.8 Appropriate arrangements are proposed for the servicing of the restaurant.

7.9 The total existing floor area for Rockingham Phase 1 is 14,769.5sqm. The proposed total floor area would be 15,119.5sqm which is still 3280.5sqm below the 18,400sqm permitted by the outline consent.

7.10 The total existing A3/A4/A5 floor area for Rockingham Phase 1 is 1763.50sqm. The proposed A3/A4/A5 floor area including McDonald's would be 2113.5sqm. This is 166.5sqm below the 2280sqm A3/A4/A5 floor area permitted by the outline consent.

7.11 The level of permitted and proposed traffic has been calculated according to the Optima Highways Gateway 36 Phase1 Trip Calculation Formula 26/08/2015 referenced in Condition 10 of application 2015/1118 for the outline consent

7.12 Condition 10 of application 2015/1118 permits up to 103 trips (two way) during the Am peak and 135 trips (two way) during the Pm peak. During the Am peak the proposal for 83 trips (two way) would be 20 trips below that permitted. During the Pm peak the proposal for 134 trips (two way) would be 1 trip below that permitted.

7.13 It is concluded that the proposed in traffic accords with that permitted by the outline scheme and would therefore have no material impact on the highway network and no further analysis is required.

7.14 A Travel Plan and Delivery Management Plan would be submitted with the planning application.

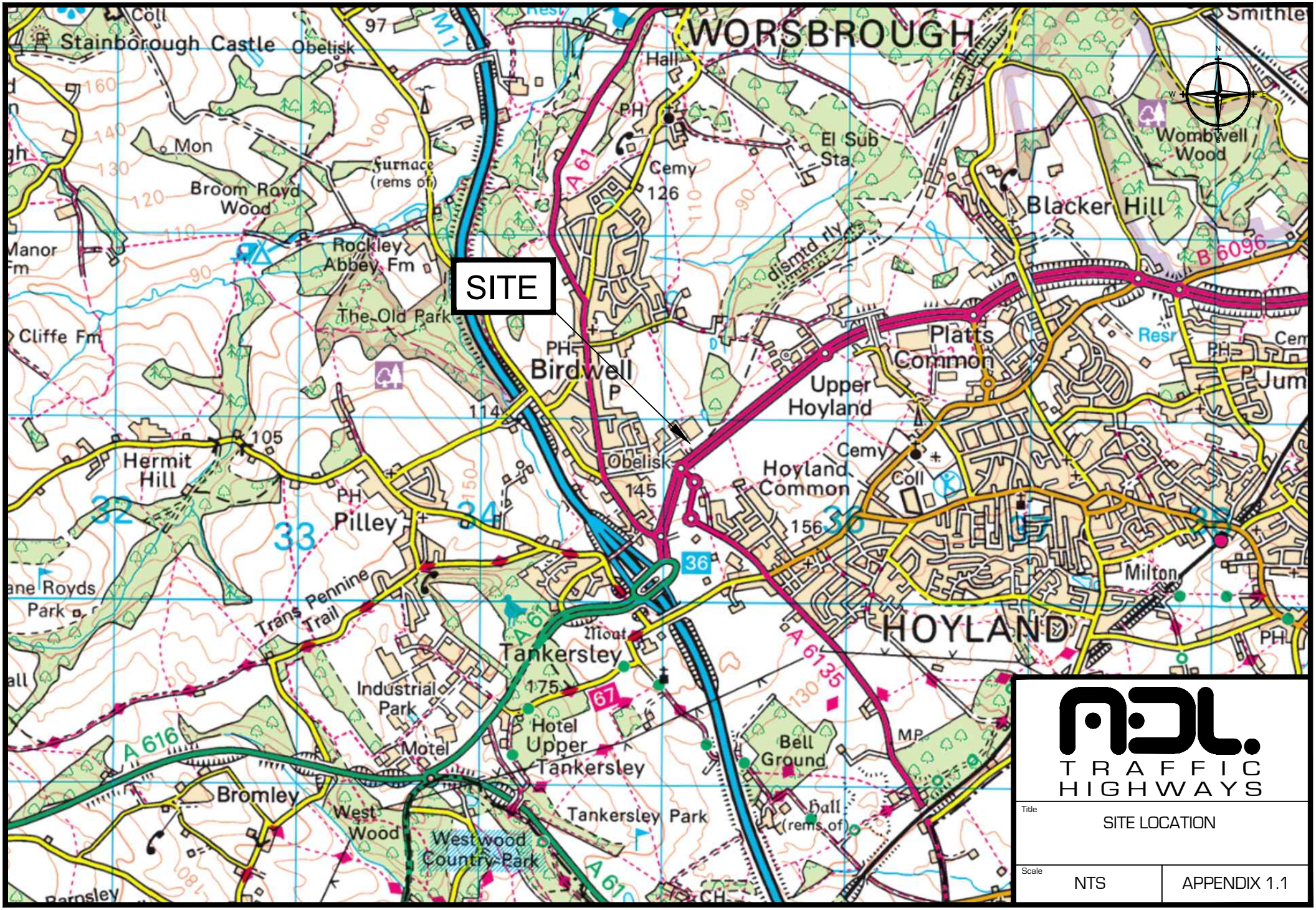
7.15 The proposal accords with the BREEAM transport requirements.

7.16 It is concluded that there are no justifiable, traffic, transportation or highways reasons for refusing this application.

APPENDIX 1.0

SITE LOCATION AND SURROUNDING AREA

1.1 Site Location
1.2 Site and Surrounding Area

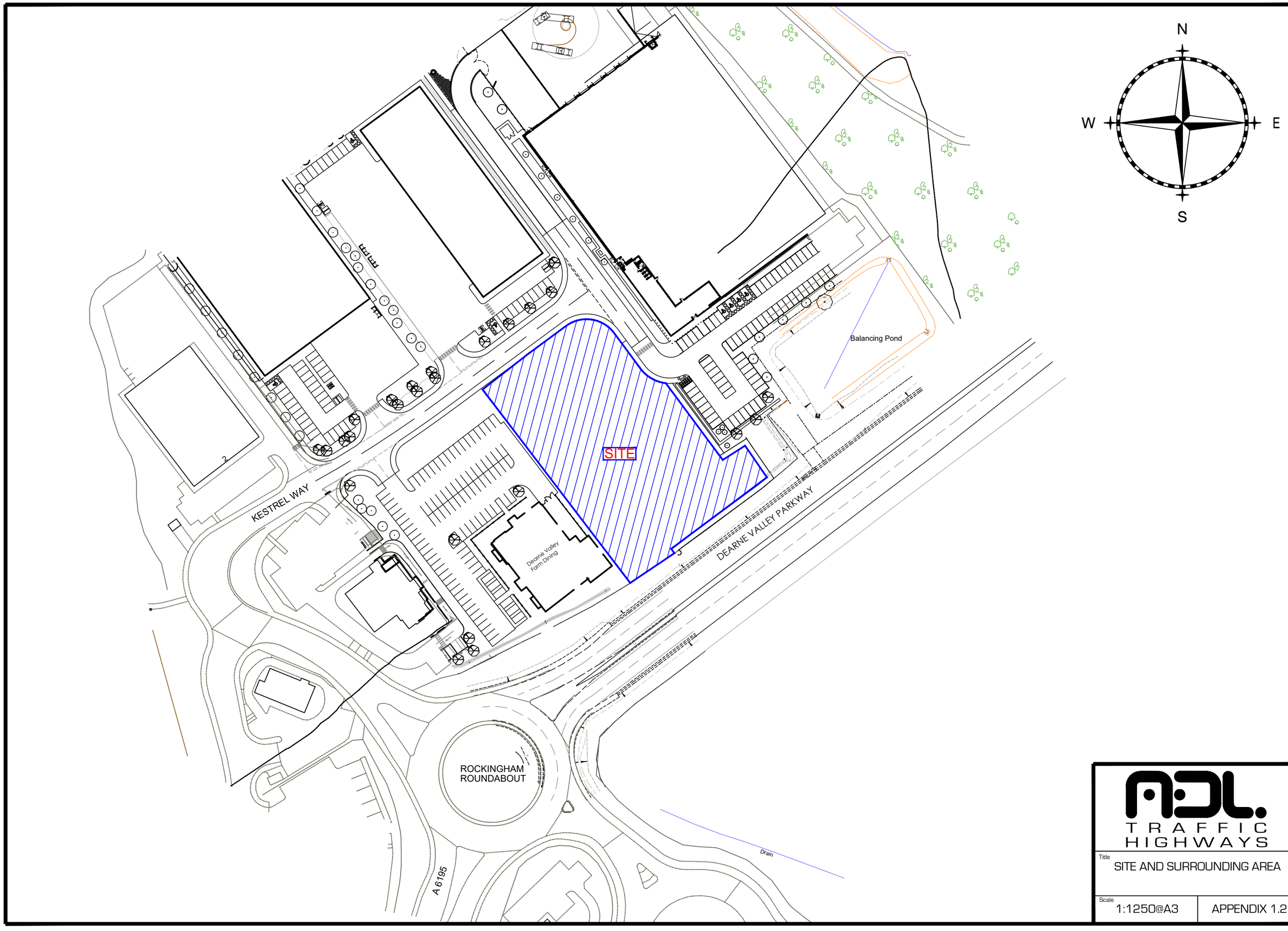


TRAFFIC HIGHWAYS

Title: SITE LOCATION

Scale: NTS

APPENDIX 1.1



ADL TRAFFIC HIGHWAYS

Title
SITE AND SURROUNDING AREA

Scale
1:1250@A3

APPENDIX 1.2

APPENDIX 2.0

PLANNING HISTORY

2.1 Application 2014/1005 Permitted Layout
2.2 Decision Notice: Application 2015/1118
2.3 Optima Highways Gateway 36 Phase 1 Trip Generation Calculation Formula 26/08/2015

PROPOSED DEVELOPMENT

Dearne Valley Parkway, Barnsley,(Junction 36 M1)

Schedule of accommodation

Unit 1 -Fast Food
348 m² 3,750 ft²
Unit 2 - Employment (Light industrial)
929 m² 10,000 ft²
Unit 3 - Employment (Light industrial)
1858 m² 20,000 ft²
Unit 4 - Employment (Warehouse)
2787 m² 30,000 ft²
Unit 5 - Employment (Warehouse)
3716 m² 40,000 ft²
Unit 6 - Employment (Light industrial)
1626 m² 17,500 ft²
Unit 7 - Car show room
1858 m² 20,000 ft²
Unit 8 - Public House
871 m² 9,375 ft²
Unit 9 - Sandwich, coffee, cafe use units
650 m² 7,000 ft²

TOTAL - 14644 m² 157,625 ft²

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 (0.51 hectare)
Plot 4 -1.47 acre (0.59 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)

Note:
Assumed site boundary and site constraints subject to confirmation.
All Legal easements and extent of existing underground services locations are subject to confirmation.

0 5 10 15 20 25m
SCALE 1:500

Rev	Date	Description	Rev By	Ck'd By
H.	04.09.14	Updated	NBB	JMR
G.	03.09.14	Updated	NBB	JMR
F.	02.09.14	Updated	NBB	JMR
E.	26.08.14	Boundary Updated	NBB	JMR
D.	21.08.14	Updated with Client comments	NBB	JMR
C.	19.08.14	Updated with amended highways and Plot 8 requirements	NBB	JMR
B.	29.07.14	Updated to comments received	NBB	JMR
A.	15.07.14	Updated to comments received	NBB	JMR

Project Title	PROPOSED DEVELOPMENT ROCKINGHAM 1 Dearne Valley Parkway Barnsley
Client	Harworth Estates
Status	FOR PLANNING
Scale	1:500 — Drawing Size A0
Drawn By	NBB — Checked By JMR — Date 07/2014
Drawing Title	PROPOSED SITE PLAN
Job-Dwg No.	11462-110 — Rev H

THE HARRIS PARTNERSHIP WAKEFIELD
2 St. Johns North, Wakefield, WF1 3QA
t. 01924 291 800 f. 01924 290 072

THE HARRIS PARTNERSHIP MANCHESTER
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THE HARRIS PARTNERSHIP READING
Lakeside House, Kings Road, RG1 3BY
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CAD file reference J:_J1001-12000\11462\100 Drawings and Issue Sheets\100 Series - Planning

PROPOSED SITE PLAN (PHASE 1)

APPENDIX 2.1
APPLICATION 2014/1005
PERMITTED LAYOUT

BARNSLEY
Metropolitan Borough Council

GRANT OF PLANNING PERMISSION

TOWN AND COUNTRY PLANNING ACT 1990

APPLICATION NO. 2015/1118

To Mr Hamish Robertshaw
St Paul's House
23 Park Square South
Leeds
West Yorkshire
LS1 2ND

DESCRIPTION Variation of conditions 3, 4, 6, 10 and 12 of app 2014/1055 - 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 15 September 2015 and described above.

The approval is subject on compliance with the following conditions:

1 The development hereby permitted shall be begun before the 23rd January 2018.
Reason: In order to comply with the provision of Section 91 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
Head of Planning and Building Control

Dated 10 December 2015

APPENDIX 2.2
DECISION NOTICE: APPLICATION 2015/1118

Development Service
PO Box 634, Barnsley, S70 9FE
Telephone: 01226 - 772000
Fax: 01226 - 772591

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 RevK, 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 Technical Note 26/08/15, Optima Highways Gateway 36 Phase 1 Trip Generation Calculation Formula dated 26/08/15 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 Rev K.
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 buildings 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 18,400sqm of floorspace, of which a maximum 2,280sqm (12%) may be food & drink (A3/A4/A5) uses, 2,700sqm (15%) hotel (C1) and 2,000sqm (11%) 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 135 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 Gateway 36 Phase 1 Trip Generation Calculation Formula, dated 26th August 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 The layout submitted as part of the reserved matters application for the first phase of development 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.

12 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.

13 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.

14 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

15 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 in accordance with policy CSP26 'New Development and Highway Improvement'.

16 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.

17 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.

18 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.

19 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.

20 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.

21 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.

22 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

23 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 K, 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.

24 The hours of operation for the A3/A4/A5 within the areas identified on the parameters plan (ref 11462-105 REV K) 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.

25 Deliveries to any units located within the 'good neighbour zone' as indicated on the Parameter Plan ref 11462-105 REV K 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.

26 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.

27 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.

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.

1 The proposed development lies within an area that has been defined by The Coal Authority as containing potential hazards arising from former coal mining activity. These hazards can include: mine entries (shafts and adits); shallow coal workings; geological features (fissures and break lines); mine gas and previous surface mining sites. Although such hazards are seldom readily visible, they can often be present and problems can occur in the future, particularly as a result of development taking place.

It is recommended that information outlining how the former mining activities affect the proposed development, along with any mitigation measures required (for example the need for gas protection measures within the foundations), be submitted alongside any subsequent application for Building Regulations approval (if relevant). Your attention is drawn to The Coal Authority Policy in relation to new development and mine entries available at: https://www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries

Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires a Coal Authority Permit. Such activities could include site investigation boreholes, digging of foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes. Failure to obtain a Coal Authority Permit for such activities is trespass, with the potential for court action.

Property specific summary information on past, current and future coal mining activity can be obtained from: www.groundstability.com

If any of the coal mining features are unexpectedly encountered during development, this should be reported immediately to The Coal Authority on 0345 762 6848. Further information is available on website at:
www.gov.uk/government/organisations/the-coal-authority

2 Public Rights of Way may be affected during the construction stage of this development, and you should contact Mrs Sarah Ford (tel: 01226 772696) or Mr Mike Gibson (tel: 01226 772569) to discuss the possible need for a temporary closure or diversion.

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.

Development Service **Telephone: 01226 - 772600**
PO Box 634, Barnsley, S70 9FE **Fax: 01226 - 772599**

OPTIMA
Intelligent Highways Solutions

"Gateway 36 – Phase 1" Trip Generation Calculation Formula **26 August 2015***

Planning application reference 2014/1055 (as amended)

Formula to be used for calculation of the weekday AM and PM peak hour two way vehicle trips according to the development mix proposed. Formula to be used to demonstrate conformity to the total maximum two way vehicle trips stated in planning condition and below.

*Correction to original version dated 14 January 2015.

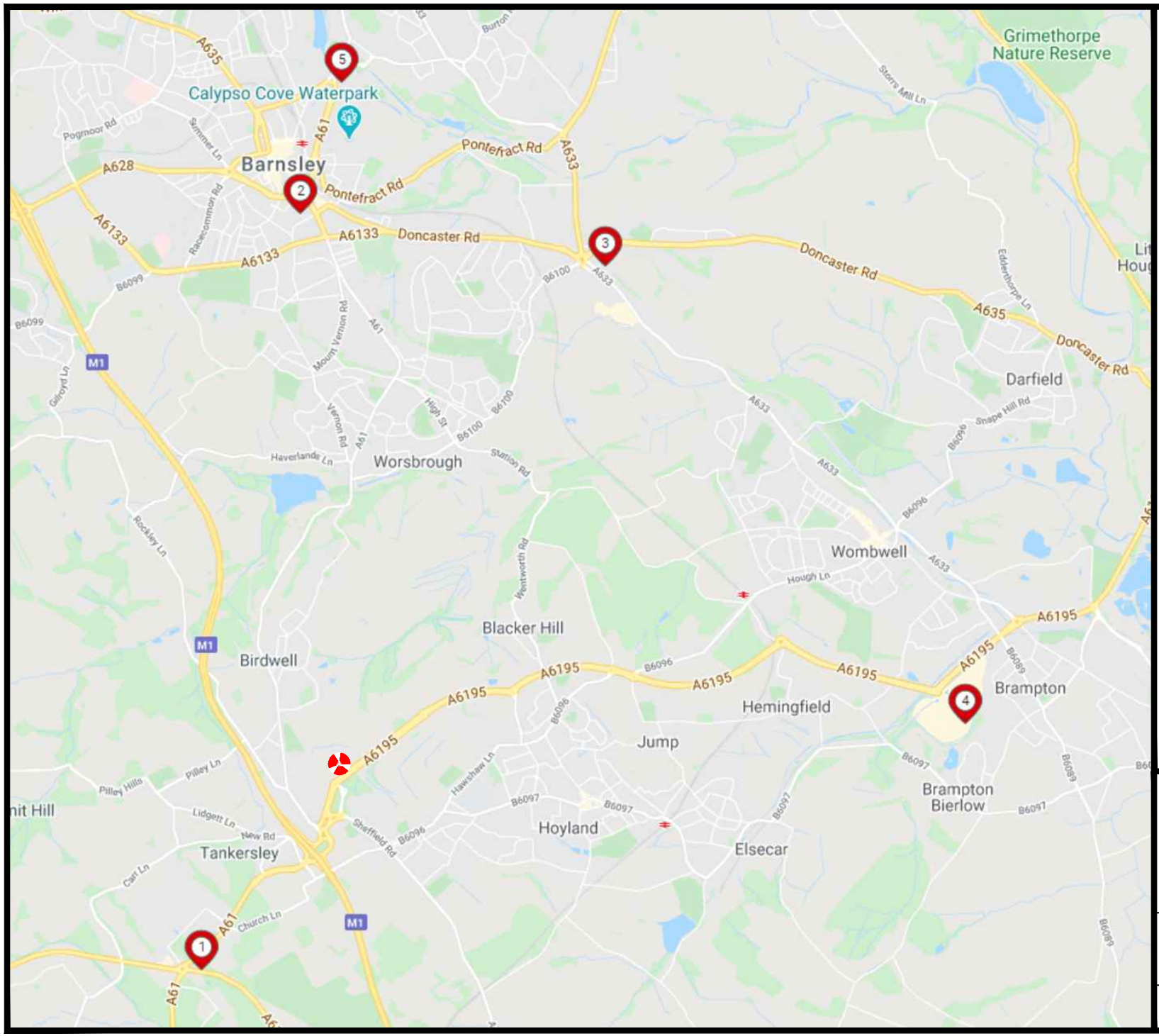
Rockingham Phase 1 Trip Generation Calculation Formula								
$\frac{A \times 1.068}{100}$	+ $\frac{B \times 0.731}{100}$	+ $\frac{C \times 0.154}{100}$	+ $\frac{(D \times 26.296) \times 11\%}{100}$	+ $\frac{E \times 0.00}{100}$	+	F x 0.422	<=	103 in the weekday AM peak hour
$\frac{A \times 0.747}{100}$	+ $\frac{B \times 0.629}{100}$	+ $\frac{C \times 0.228}{100}$	+ $\frac{(D \times 21.773) \times 11\%}{100}$	+ $\frac{E \times 4.889}{100}$	+	F x 0.330	<=	135 in the weekday PM peak hour

Where:

A	The GFA in sq.m for the Car Showroom
B	The GFA in sq.m of B1b/c Industry
C	The GFA in sq.m of B8 Warehousing
D	The GFA in sq.m of complimentary Retail, including fast food takeaway, coffee shop, sandwich shop etc.
E	The GFA in sq.m of the Pub / Restaurant
F	The number of bedrooms for the Hotel

APPENDIX 2.3
OPTIMA HIGHWAYS GATEWAY 36
PHASE 1 TRIP GENERATION
CALCULATION FORMULA 26/08/2015

McDONALD'S RESTAURANTS WITHIN 10KM OF THE SITE



SITE
McDONALD'S
BARNSLEY
S70 5TW

1. **TANKERSLEY**
WENTWORTH INDUSTRIALS PARK
BARNSLEY
S75 3DL
2.3KM FROM SITE
DRIVE THRU: YES

2. **BARNSLEY - UPPER NEW STREET**
UPPER NEW STREET
BARNSLEY
S70 1LQ
5.1KM FROM SITE
DRIVE THRU: YES

3. **BARNSLEY - STAIRFOOT**
WOMBWELL LANE
BARNSLEY
S70 3NT
5.1KM FROM SITE
DRIVE THRU: YES

4. **CORTONWOOD**
CORTONWOOD RETAIL PARK
ROTHERHAM
S73 0TB
5.6KM FROM SITE
DRIVE THRU: YES

5. **BARNSLEY - OLD MILL LANE**
OLD MILL LANE
BARNSLEY
S71 1LN
6.3KM FROM SITE
DRIVE THRU: YES

ADL TRAFFIC HIGHWAYS

Title
MCDONALD'S RESTAURANTS WITHIN 10KM OF THE SITE

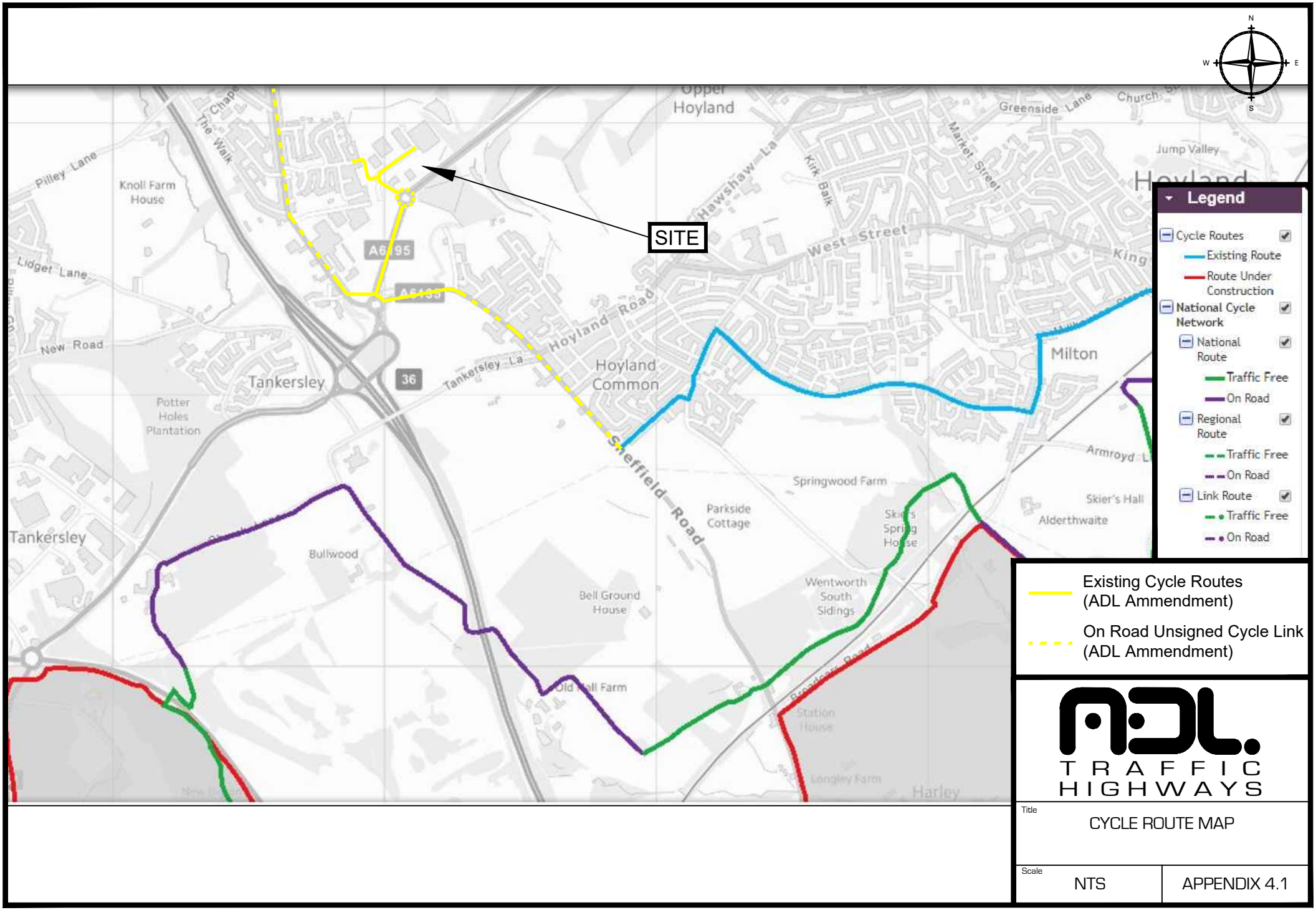
Scale
NTS

APPENDIX 3.0

APPENDIX 4.0

ACCESSIBILITY

4.1 Cycle Routes
4.2 Bus Stop Locations
4.3 Bus Routes
4.4 Accessible Amenities Plan


SITE
Legend
Cycle Routes
Existing Route
Route Under Construction
National Cycle Network
National Route
Traffic Free
On Road
Regional Route
Traffic Free
On Road
Link Route
Traffic Free
On Road
Existing Cycle Routes (ADL Ammendment)
On Road Unsigned Cycle Link (ADL Ammendment)
ADL TRAFFIC HIGHWAYS
Title
CYCLE ROUTE MAP
Scale
NTS
APPENDIX 4.1

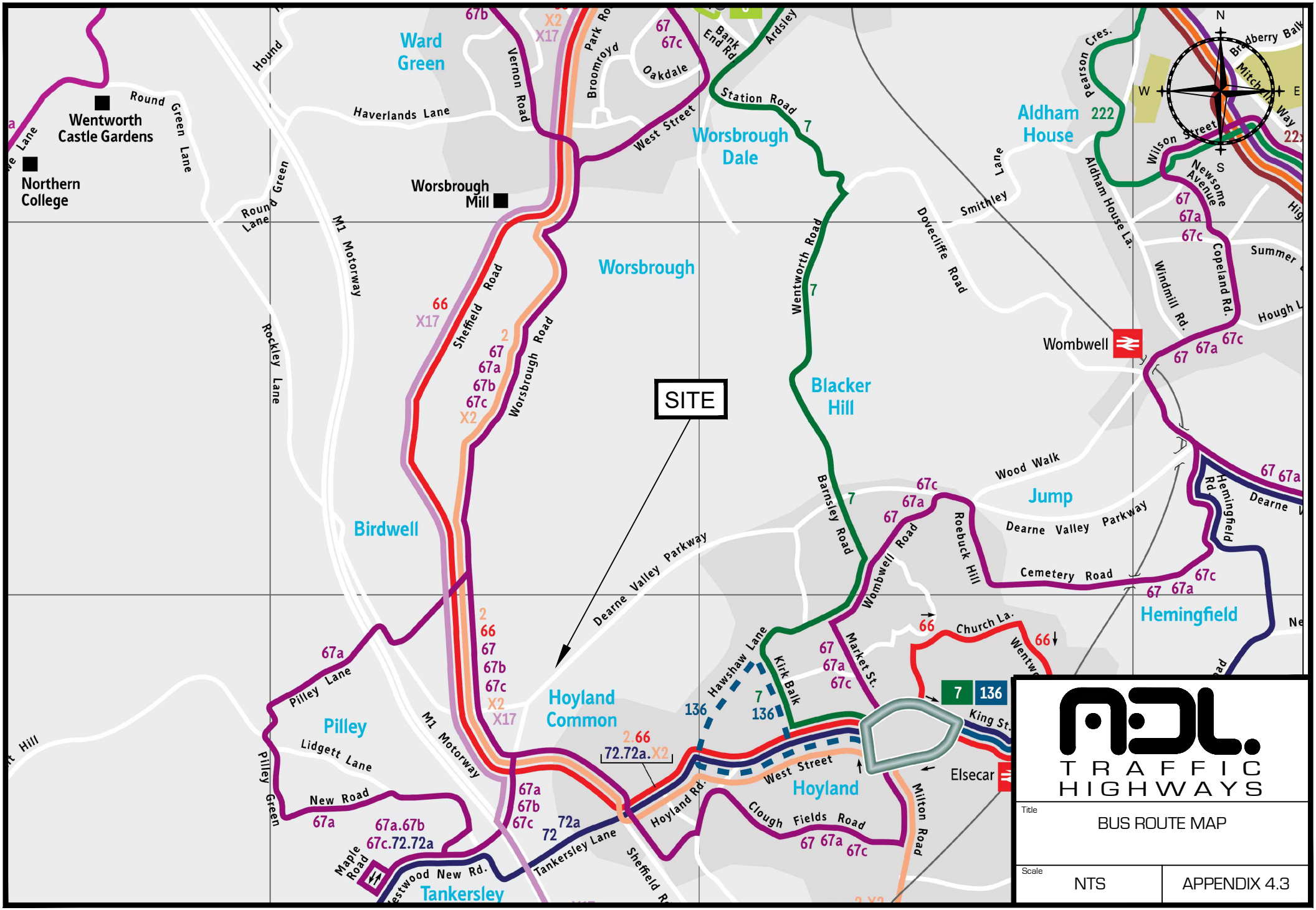


MDL TRAFFIC HIGHWAYS

Title: BUS STOP LOCATIONS

Scale: NTS

APPENDIX 4.2


SITE
Ward Green
Worsbrough Dale
Worsbrough
Worsbrough Mill
Aldham House
Wombwell
Blacker Hill
Birdwell
Jump
Hemingfield
Hoyland Common
Hoyland
Pilley
Tankersley
Elsecar
Wentworth Castle Gardens
Northern College
Haverlands Lane
Round Green Lane
Vernon Road
Broomroyd
Oakdale
Station Road
West Street
Wentworth Road
Dovecliffe Road
Smithley Lane
Aldham House La.
Pearson Cres.
Wilson Street
Newsome Avenue
Windmill Rd.
Copeland Rd.
Wood Walk
Dearne Valley Parkway
Cemetery Road
Hemingfield Rd.
Roebuck Hill
Wombwell Road
Barnsley Road
Market St.
Church La.
King St.
Kirk Balk
Hawshaw Lane
Hoyland Rd.
Clough Fields Road
Milton Road
Sheffield Road
Worsbrough Road
Rockley Lane
M1 Motorway
Pilley Lane
Lidgett Lane
New Road
Pilley Green
Maple Road
Westwood New Rd.
Tankersley Lane
Bank End Rd.
Ardsley
Bradberry Balk
Mitchell Way
N
S
E
W
TRAFFIC HIGHWAYS
Title
BUS ROUTE MAP
Scale
NTS
APPENDIX 4.3



KEY:

1. Dearne Valley Farm - Dining & Carvery - 50m
2. KFC/ Dunkin Donuts - 100m
3. Taco Bell - 150m
4. BP PFS/ Greggs - 200m
5. Costa Coffee - 250m
6. Starbucks - 300m
7. The Rockingham Centre - 450m
8. Aldi - 900m

ADL.

Title: LOCAL AMENITIES PLAN

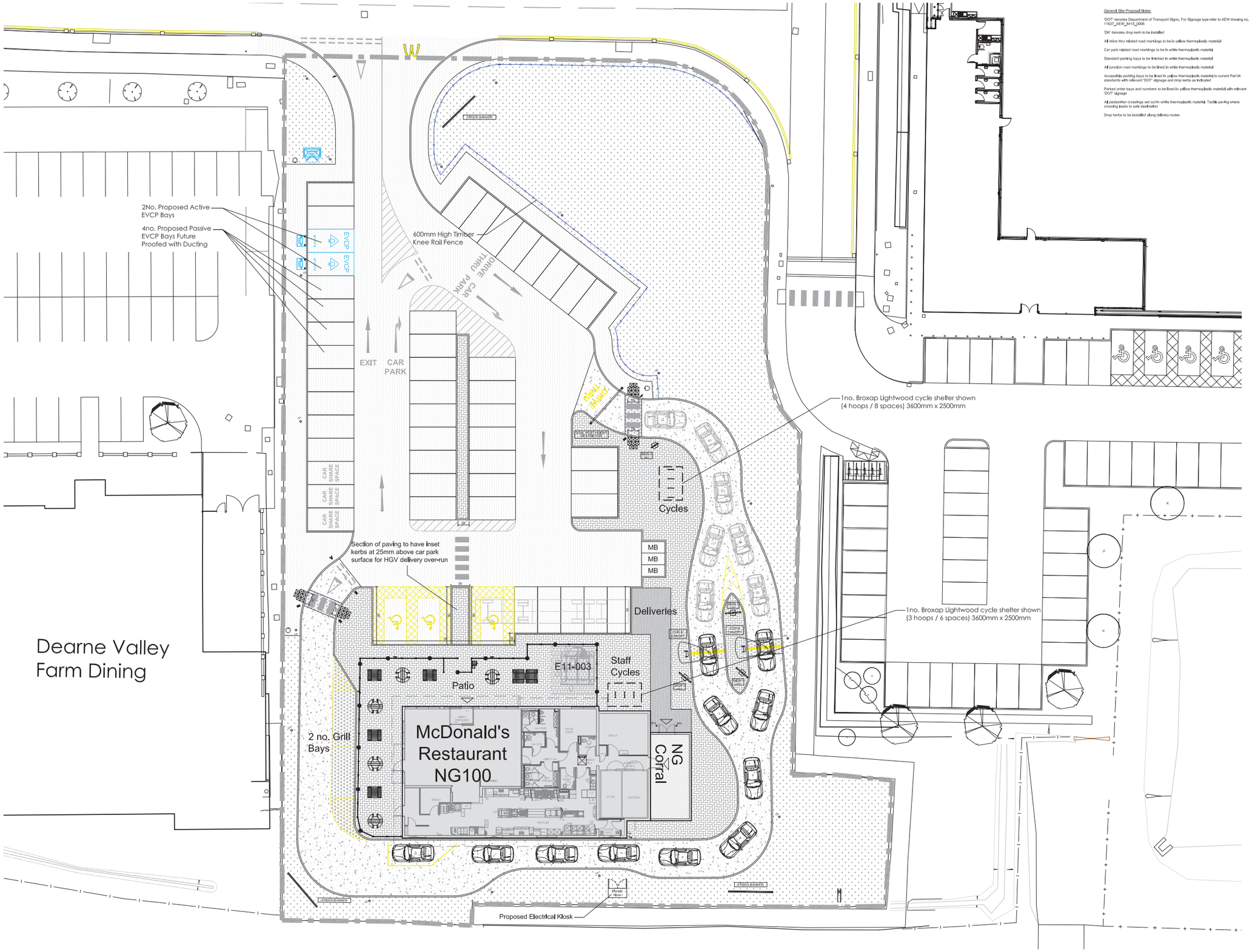
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APPENDIX 4.4

APPENDIX 5.0

ARCHITECT'S SITE LAYOUT AND ACCESS ARRANGEMENTS

5.1 Architect Site Layout
5.2 Visibility Splays
5.3 NG Building Disabled Statement



Dearne Valley
Farm Dining

Proposed Site Plan

N

0 2 4 6 8 10m

Scale 1:200

General Site Proposal Notes:

'DOT' denotes Department of Transport Signs, For Signage type refer to AEW drawing no. 11627_AEW_8415_0008

'DK' denotes drop kerb to be installed

All drive thru related road markings to be in yellow thermoplastic material

Car park related road markings to be in white thermoplastic material

Standard parking bays to be finished in white thermoplastic material

All junction road markings to be lined in white thermoplastic material

Accessible parking bays to be lined in yellow thermoplastic material to current Part M standards with relevant 'DOT' signage and drop kerbs as indicated

Parked order bays and numbers to be lined in yellow thermoplastic material with relevant 'DOT' signage

All pedestrian crossings set out in white thermoplastic material. Tactile paving where crossing leads to safe destination

Drop kerbs to be installed along delivery routes

NOTES

- All dimensions and levels are to be checked on site.
- Any discrepancies are to be reported to the architect before any work commences.
- This drawing shall not be scaled to ascertain any dimensions. Work to figured dims only.
- This drawing shall not be reproduced without express written permission from AEW.
- Title overlay drawings and ownership boundaries are produced using all reasonable endeavours. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
- All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
- All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.

CDM 2015

Client notified of duties: **At Design Workshops**

Principal Designer: **CSS**

Unless noted below, all known hazards have been highlighted on the drawing:

- Drawing Based Harris Partnership Architects Drawing Reference: 11462-050 Rev A
- Glanville Topographical Survey Drawing Reference: 4200204 /410
- OS Map
- Extent of McDonald's Demise Indicated;

Notes:
All drawings to be read in conjunction with all other drawings as noted on issue sheet.

Schedule of Areas	
Proposed Site Area (Hectares)	0.50
Proposed Building (GEA / m²) (Excluding Corral)	371

Proposed Schedule of Parking	
Accessible Bays	03
Grill Bays	02
Motorcycle Bays	03
EVCP Bays	02
General Bays	45
Total Parking Bays	55

Proposed Site Finishes	
Tarmacadam - Car Park	
Printed Concrete - Drive Thru	
Marshalls 200mm x 100mm Charcoal Keyblock Paving - Patio	
Tarmacadam - Footpaths	
Turf & Low Level Shrubs - Soft Landscaping	
Brushed Concrete - Drive Thru Lanes w/ Road Markings and Delivery Route	
Terracotta Rubber Flooring - Outdoor Play Area	
6m Indicative Lighting Column - Positions subject to confirmation by M&E consultant	LP
600mm High Timber Knee Rail Fence	
Forget Me Not Bin	
Cranked Bollard	

Patio Auburn Furniture Schedule	
Circular Table - 4 Seat 1600mm Ø (H 780mm). Galvanised steel frame with laminated timber effect finish	
Rectangular Table - 8 Seat 650mm x 2670mm (H 780mm). Galvanised steel frame with laminated timber effect finish	
Rectangular Table - 4 Seat 1250mm x 1450mm (H 780mm). Galvanised steel frame with laminated timber effect finish	
Rectangular Table - 2 Seat 700mm x 1450mm (H 780mm). Galvanised steel frame with laminated timber effect finish	
Trash Bin 492 x 492mm (H 1217mm). Galvanised steel frame with laminated timber effect finish	
Ash Bin 297 x 297mm (H 891mm). Galvanised steel frame with laminated timber effect finish	

REV	Date	Drawn by: -	Checked by: -
B	29/09/2020	LMD	LB
EVCP bays shown and layout updated to suit			
A	03/09/2020	LMD	LB
3no. car sharing spaces indicated and shelter shown to customer cycle stands as requested.			

Status: Purpose of Issue
For Information

drawing stage: **Planning**

client:
McDonald's Restaurants Ltd

project: **Gateway 36**
Kestrel Way
Dearn Valley Parkway

store: **8415**

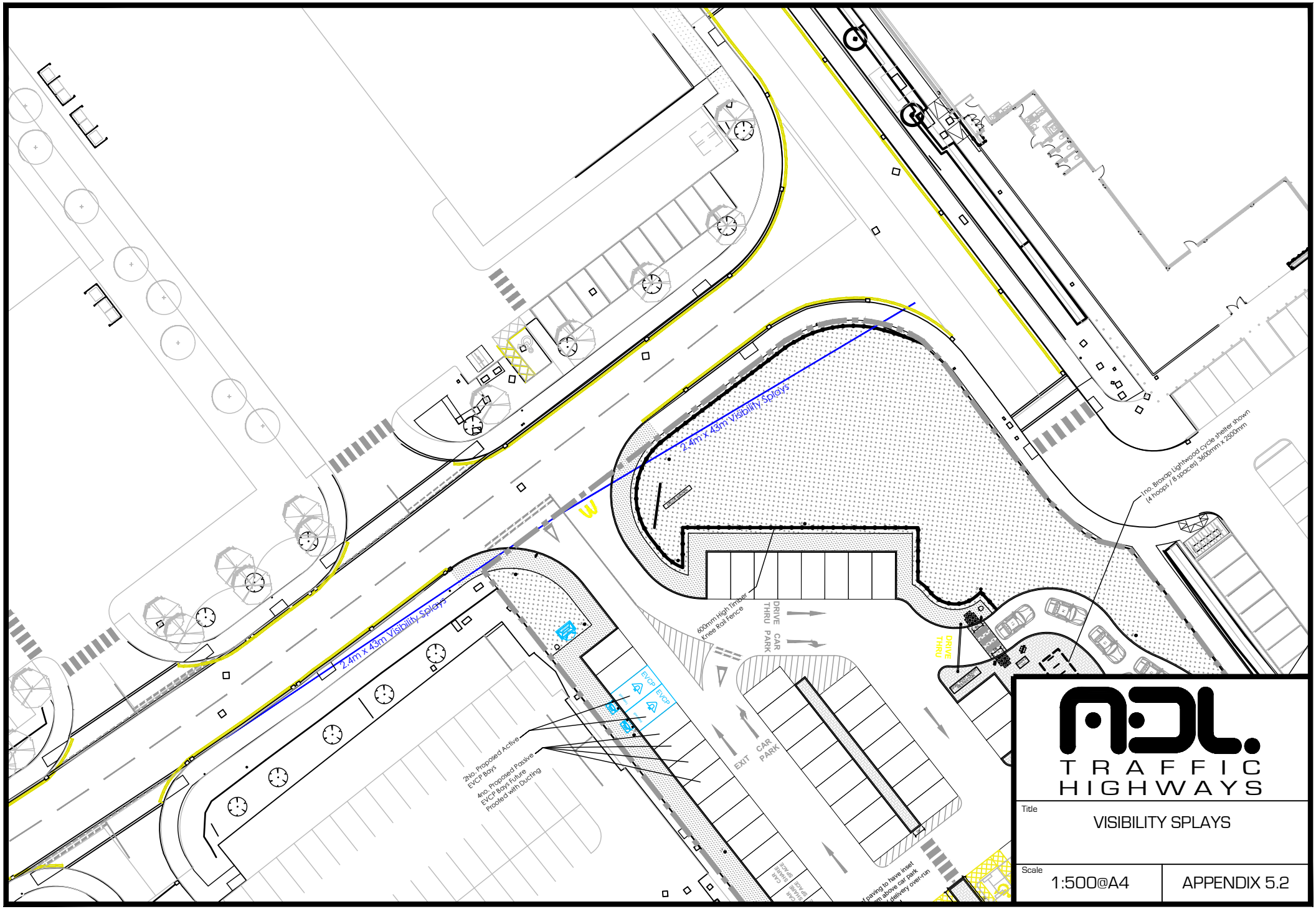
drawing title:
Proposed Site Plan

date: **20/07/2020** drawn: **LMD**
scale@A1: **1:200** checked: **LB**

Rev **B**

Job No **11627_AEW_8415_0004**

aew architects
0161 214 4370
www.aewarchitects.com



MDL TRAFFIC HIGHWAYS

Title: VISIBILITY SPLAYS

Scale: 1:500@A4

APPENDIX 5.2

NG Building – disabled access statement

October 2019

General Access

All ironmongery, switches and equipment to be suitable for use by accessible customers where applicable and safe to do so.

All doors and circulation routes to provide minimum 800mm clear width.

External Access

A level access route is to be provided throughout demise with drop kerbs and ramps installed where necessary to conform to approved document M.

Car park gradients to be no steeper than 1:60 or less steep than 1:20 with level landings each 500mm rise in accordance with approved document M.

External doors and building entry points to have a level threshold.

Each restaurant to have a minimum of 2No. accessible parking bays provided in the restaurant car park and located within proximity of the main entrance accessed via a safe route.

The main building entrance is located directly below the main the illuminated Golden Arch signage.

The main entrance has automatic sliding doors with high contrast signage indicating; opening hours, food hygiene rating, no smoking policy and other applicable notices.

High contrast DOT signage located around carpark indicating; pedestrian crossings, and guidance for crossing pedestrians to look left or right for oncoming traffic.

All crossing points are to have hazard warning paving at either end in a visually contrasting colour to the adjacent block paving.

Internal access

Horizontal circulation throughout building to comply with approved document M. This will include items such as allowing 300mm minimum clear or leading edge of door leafs.

Fixed furniture/equipment to allow 800mm minimum clear circulation space around.

Over 75% tables have at least one movable seat allowing a space for a wheelchair user to sit at the dining, tablet and magic tables.

Wheelchair refuge space with call point and evacuation chair provided on first floor landing of protected escape stair where applicable.

DRAFT

NG Building – disabled access statement

Passenger lift to conform to approved document M with regards to accessible users where applicable

Adjacent internal materials and finishes throughout to contrast by 30 points in light reflectance value (LRV) where required.

Internal glazing to have manifestation where required in accordance with approved document part N where applicable.

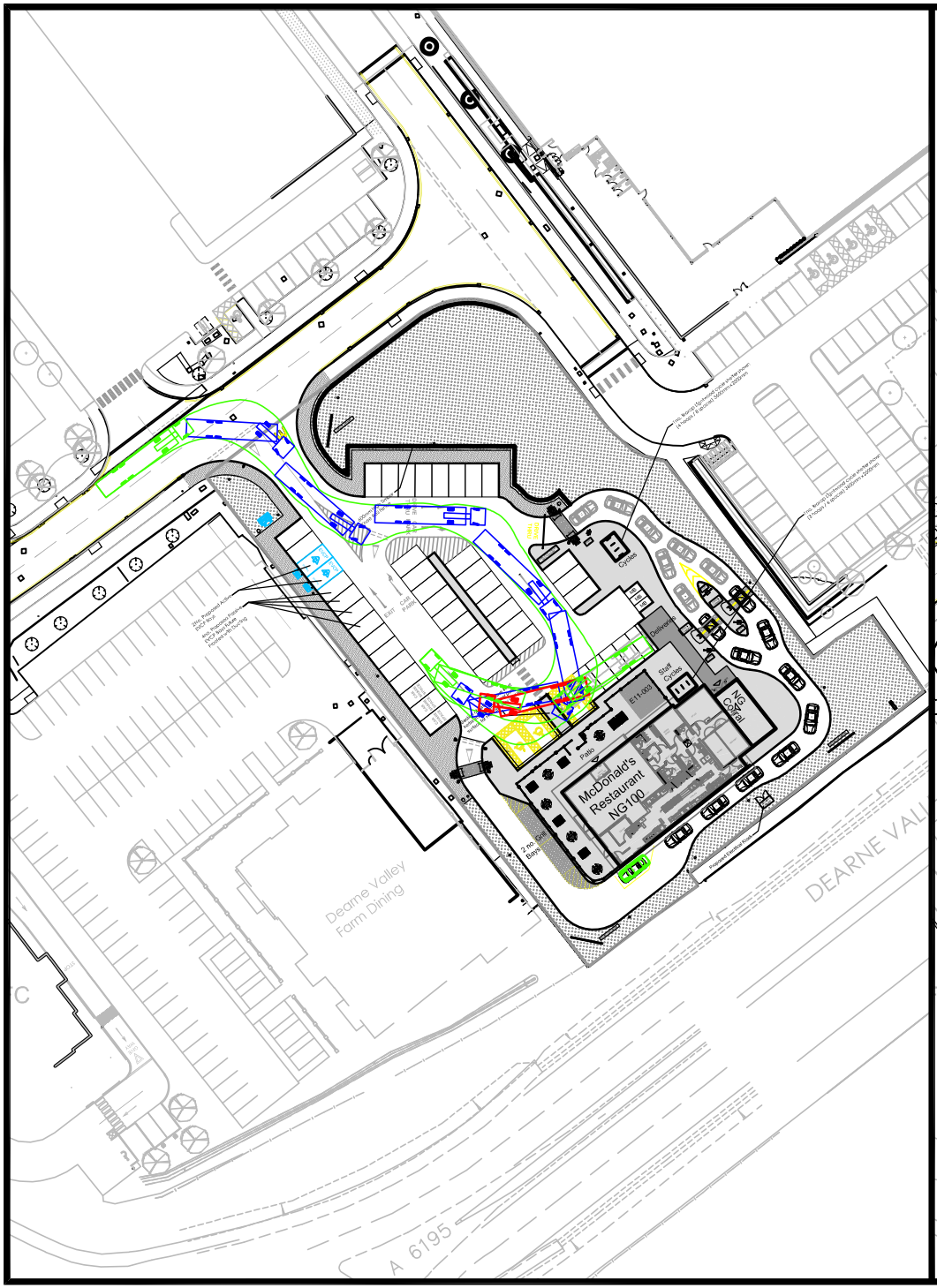
Fire alarms to have visual and audio alarms.

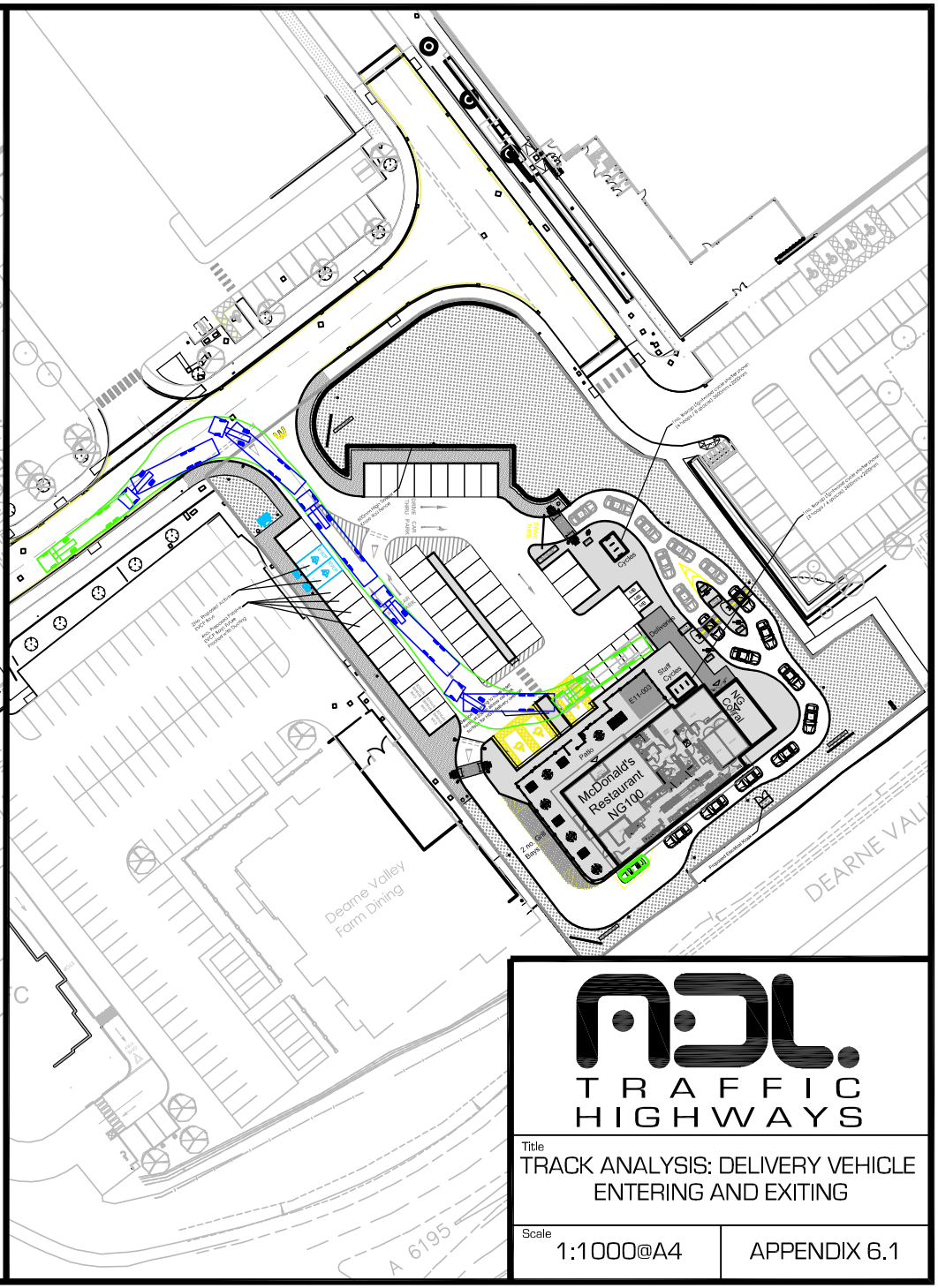
DRAFT

APPENDIX 6.0

TRACK ANALYSIS

6.1 Delivery Vehicle
6.2 Drive Thru Lane



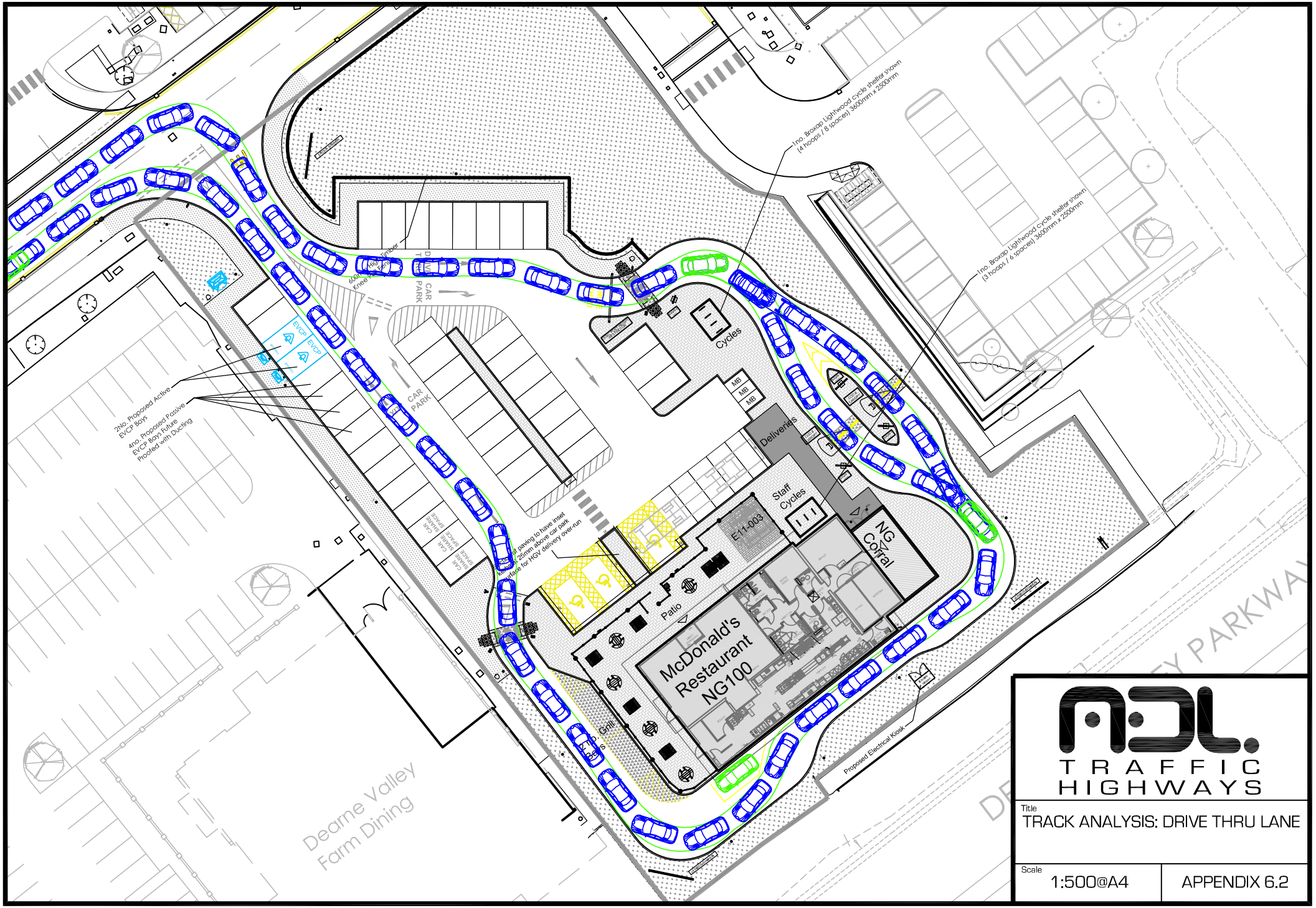


TRAFFIC HIGHWAYS

Title
TRACK ANALYSIS: DELIVERY VEHICLE ENTERING AND EXITING

Scale
1:1000@A4

APPENDIX 6.1



TRAFFIC HIGHWAYS

Title
TRACK ANALYSIS: DRIVE THRU LANE

Scale
1:500@A4

APPENDIX 6.2