

Consultation Response from KC, Highways Development Management		
2020/90450 land at, Owl Lane, John Ormsby V C Way, Shaw Cross, Dewsbury, WF12 7RQ		
Erection of restaurant with drive-thru, car parking, landscaping, play frame, customer order displays and associated works.		
Date Responded:23/03/2020	Responding Officer: Mark Berry	Responding Ref: 15-12/21

This application seeks approval for the erection of restaurant with drive-thru, car parking, landscaping, play frame, customer order displays and associated works at land at, Owl Lane, John Ormsby V C Way, Shaw Cross, Dewsbury.

The site is located directly southeast of the signalised junction of the A653 Leeds Road and the B6128 (Challenge Way to the north of the junction and John Ormsby VC Way to the south of the junction). Access to the site is from Owl Lane via an existing adopted access road.

The site is bound by B6128 John Ormsby VC Way to the west, the A653 Leeds Road to the north and Owl Lane to the east.

The application is supported by a Transport Statement prepared by ADL Traffic and Highways Engineering Ltd.

This is summarized as follows:

It is proposed to redevelop the site to provide a 426m² single storey McDonald's Restaurant with side-by-side drive thru facilities.

The dining area would be 123m² with 140 seats. It is proposed to provide 38 car and four motorcycle parking spaces comprising

- 33 Standard Bays
- 2 Accessible Bays
- 2 Reserve Bays
- 1 Electric Vehicle Charging Bay
- 4 Motorcycle bays

Access to the proposed restaurant would be from Owl Lane via the adopted access road to the south eastern corner of the site.

Pedestrian access to the restaurant would be from the access road and a further point of access for pedestrians is proposed from John Ormsby VC Way at the northwest corner of the site, providing access to the store via a zebra crossing across the drive through lane, providing direct access to the patio area.

Restaurants typically receive three deliveries per week. On the day of the delivery the GPS system will automatically email the restaurant 30-minutes prior to the vehicles arrival. Staff can then prepare for the delivery arrival and cone off the delivery vehicle loading area.

The goods are delivered by articulated lorry, typically 16.5m in length. This is typically parked for between 15 minutes – 1 hour.

Refuse collection would be collected by a private contractor 3 times per week and would occur outside of peak hours.

Parking and queuing surveys have been undertaken at 4 MacDonald's restaurants as follows:

- McDonald's Ripley, DE15 3QP
- McDonald's Swaythling, SO16 2JE
- McDonald's Kidderminster, DY10 1JS
- McDonald's Rawtenstall, BB4 6QX

Based on these surveys the minimum queue length was 1 and the maximum 12 and 15 in the respective Friday and Saturday peak periods

The proposed drive thru lane has sufficient room for 19 vehicles.

The car park at the surveyed existing McDonald's was also surveyed at the same time as the drive thru lane surveys.

Based on the surveys the minimum parking demand was 18 and the maximum 25 and 28 in the respective Friday and Saturday peak periods

The proposed car park provides 38 parking spaces.

Pre-application advice for this site was provided on 13th June 2029 by Highways Development management as follows:

Highways Development Management (HDM) have the following comments regarding this proposal:

1, To enable a proper and meaningful assessment any application should include a Transport Assessment/Statement prepared in accordance with guidance in the Planning Practice Guidance Suite. The scope of the Transport Assessment/Statement should be agreed with HDM, and could include details of proposed traffic generation, access to site by various travel modes, parking standards, accident analysis, and site access design and service arrangements.

2, A stage 1 Safety Audit will be needed for both the site access junction from Owl Lane and internal layout.

3, There is no proposed level information provided with the submission. Any application should include details which demonstrate that acceptable gradients can be provided to the access roads and parking areas.

4, Secure and sheltered motorcycle and cycle parking should be provided and located where there is natural surveillance.

Highways Development Management have several concerns regarding this proposal as follows:

1, The scope of the Transport Statement was not agreed with Highways Development Management. The Transport Statement provided deals with several issues including planning history, access arrangements, servicing, drive thru operations and capacity, comparison with permitted scheme and parking.

Highways Development Management consider this site to be on a sensitive part of the highway network and consider that a Transport Assessment should have been provided which should include junction assessment.

The following junctions should be assessed.

Owl Lane/ B6128
Owl Lane/ A653 Leeds Road
A653 Leeds Road/B6128

2, A stage 1 Safety Audit will be needed for both the site access junction from Owl Lane and internal layout.

3, Gradients of the access road and parking areas should be provided.

4, The queue length and parking surveys are not provided with the submission.

5, The Council will need to safeguard land for a potential junction improvement at the A653 Leeds Road/B6128 junction. Scheme details are not yet finalised and will be forwarded as soon as they are available.

