

ITEM NO: 8

Application No.
17/00883/FUL
Site Address:

Ward:
Wildridings And Central

Date Registered:
14 August 2017

Target Decision Date:
9 October 2017

**McDonalds Wildridings Road Bracknell Berkshire
RG12 7WT**

Proposal:

Erection of a single storey front, rear and side extensions including changes car park layout, erection of new bin store, installation of "drive through" booth, replacement of existing storage area and associated works.

Applicant:

McDonald's Restaurants Ltd

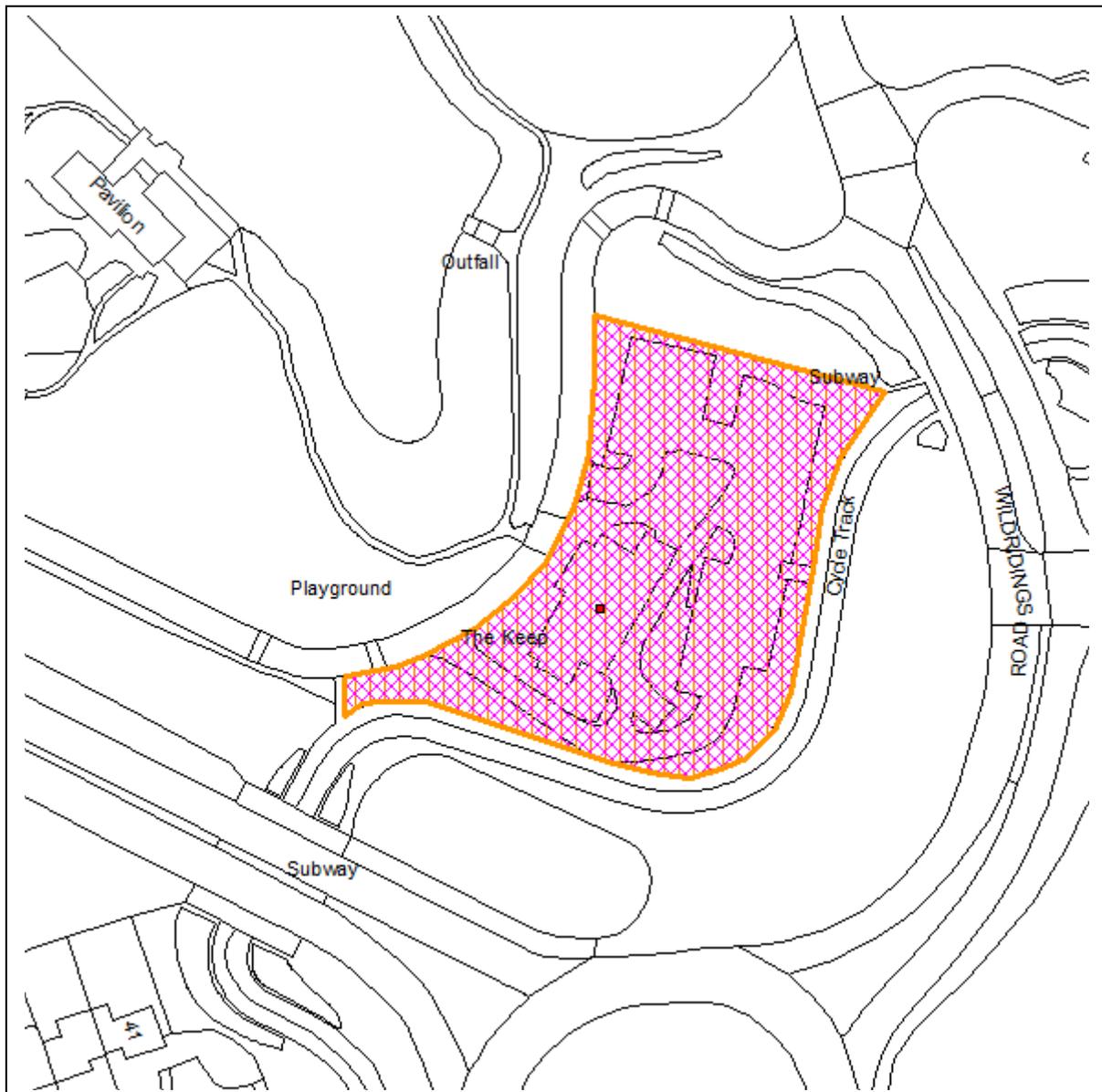
Agent:

Mrs Sarah Carpenter

Case Officer:

Michael Ruddock, 01344 352000

development.control@bracknell-forest.gov.uk

Site Location Plan (for identification purposes only, not to scale)

OFFICER REPORT

1. SUMMARY

1.1 The proposed development is for the erection of three single storey extensions to the existing McDonalds restaurant, the installation of an additional drive-through booth, alterations to the car park layout, the erection of a new bin store and the replacement of existing storage areas.

1.2 The proposed development relates to a site within the settlement boundary and it is not considered that the development would result in an adverse impact on the character and appearance of the area, residential amenity, highway safety or protected trees.

RECOMMENDATION

Approval of the application is recommended subject to the conditions in Section 11 of this report.
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2. REASON FOR REPORTING APPLICATION TO COMMITTEE

2.1 The application is reported to the Planning Committee at the request of Councillor Turrell due to concerns that the proposal would represent an overdevelopment of the site, resulting in an adverse impact on parking provision and highway safety. It is also noted that more than five objections have been received to the application.

3. PLANNING STATUS AND SITE DESCRIPTION

PLANNING STATUS

Within Defined Settlement

Tree Preservation Order

3.1 The application site consists of an established McDonalds restaurant adjacent to Mill Lane and Wildridings Road. Access to the site is from Wildridings Road to the north of the building, with an access road that passes the restaurant and also serves Mill Pond to the west of the site.

3.2 The restaurant building is surrounded by a car park with 47 spaces, and the site also includes a drive-through facility to the east elevation. Vehicular access is to the north of the building with the exit to the south. It is noted that the nearest residential properties are to the east and are approximately 110m away from the restaurant. The site is covered by an area Tree Preservation Order (TPO 501).

4. RELEVANT SITE HISTORY

4.1 Relevant planning history for the site is summarised as follows:

Application 624304 - Erection of a single storey front extension forming a customer entrance – APPROVED 1998

Application 10/00795/FUL - Refurbishment of the restaurant including new bin corral area, refurbishment and reconfiguration of patio, removal of order booth and additional cladding and installation of customer order display and associated canopy – APPROVED 2011

Application 13/00810/FUL – Erection of three single storey extensions to the existing restaurant, provision of additional parking and alterations to the access – APPROVED 2014

Application 17/00885/FUL – Erection of a single storey front, rear and side extensions including changes car park layout, installation of "drive through" booths, relocation of fascia sign and replacement of existing storage area and associated works. The application was refused in June 2018 due to concerns with regard to the impact of the development of parking provision and protected trees.

4.2 Application 17/00884/A is currently pending consideration. This application concerns the relocation of an existing fascia sign to the side elevation of the proposed side extension. This application will be

determined once application 17/00883/FUL has been determined, as the decision is dependent on the outcome of application 17/00883/FUL.

5. THE PROPOSAL

5.1 The proposed development is for the erection of three single storey extensions to the existing McDonald's restaurant, the installation of an additional drive-through booth, alterations to the car park layout, the erection of a new bin store and the replacement of existing storage areas.



5.2 The extensions would be to the front, side and rear of the building. The front extension would project 1.1m forward of the building with a width of 3.82m, forming an enlargement to the female WC. The side element would be an infill extension with a width of 4.34m and a depth of 6.75m, forming an enlargement to the restaurant area.

5.3 To the rear, existing corral and storage areas would be demolished and removed. An infill extension with a depth of 4.6m and a width of 4m would be constructed, with the corral area to the demolished and rebuilt. The extension would form additional staff areas, with a new corral and dry storage area to the side.

5.4 A new drive-through booth would be installed to the east elevation, to the south of the existing booths. The car park would not be altered significantly, the only alteration being the repositioning of two 'grill bays' at the end of the drive-through lane.

5.5 The demolition of the existing corral areas includes the existing bin store, and this is proposed to be relocated to a new location on a soft landscaping area between the drive-through lane and the car park. The new bin store would be constructed from timber lookalike Trespa panels fixed to an internal frame, with a width of 7.27m, a depth of 4.82m and a height of 2.6m.

5.6 A number of amendments have been made to the scheme during the course of the application. It was originally proposed to enlarge the car park however due to concerns regarding the impact on protected

trees this is now not the case. The location of the new bin store has been moved from a position along the access road to the south west of the restaurant. The size of the front extension has been reduced.

6. REPRESENTATIONS RECEIVED

Bracknell Town Council:

6.1 Recommend refusal for the following reasons:

- 1) This site has already expanded from it's original size and has become a public hazard due to the increase of vehicles using the precarious entry road to the site, it also causes passing lorry drivers who cannot fit down the driveway to park their vehicles on the adjoining roads while ordering their food.
- 2) Access to the Recreational Park is already hindered by the queue of cars waiting to enter McDonalds making the parking smaller will only cause more congestion on this important access route to the park.
- 3) The customer parking area has already decreased in size on this site due to previous expansion which now results in McDonalds customers using the car park of the adjoining recreation ground to consume their food causing the car park to be more hazardous for families and children using the play park.
- 4) Litter on the site has increased considerably causing bins to be full on a regular basis which results in litter being left in the recreation car park or scattered along the entry road.

Other representations:

6.2 Seven letters of objection have been received from neighbouring properties. The reasons for objection can be summarised as follows:

- The proposal would be an intensification of an already congested site.
- Increase in congestion from traffic using the site, to the detriment of highway safety. Impact on access to this site and to Mill Pond.
- Additional impact on the character of Mill Pond due to expansion of the site.
- Impact on protected trees.
- Plans are an attempt to bring in longer hours by the back door.
[OFFICER COMMENT: No change to the operating hours is proposed by this application.]
- Impact on amenities of nearby residential properties due to additional traffic and customers, and an increase in noise and disturbance.
- Increase in litter.

7. SUMMARY OF CONSULTATION RESPONSES

Highways Officer

7.1 Recommend conditional approval.

Tree Officer

7.2 Recommend conditional approval.

Thames Water

7.3 Comments provided which will be included as an informative

8. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION

8.1 The key policies and associated guidance applying to the site are:

	Development Plan	NPPF
General policies	CP1 of SALP, CS1 & CS2 of CSDPD	consistent
Design and Character	CS7 of CSDPD, Saved policy EN20 of BFBLP	consistent
Residential Amenity	Saved policy EN20 of BFBLP	consistent
Highway Safety	CS23 of CSDPD, Saved policy M9 of BFBLP	consistent

Effect on Trees	Saved policy EN20 of BFBLP	consistent
Other publications	National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG), Design SPD, Parking Standards SPD	

9. PLANNING CONSIDERATIONS

9.1 The key issues for consideration are:

- i Principle of the Development
- ii Impact on character and appearance of the area
- iii. Impact on residential amenity
- iv Transport implications
- v Effect on Trees
- vi Community Infrastructure Levy

i. Principle of the development

9.2 The site is located within a defined settlement as designated by the Bracknell Forest Borough Policies Map. Due to its location and nature, the proposal is considered to be acceptable in principle and in accordance with CSDPD CS1 (Sustainable Development), CS2 (Locational Principles) and the NPPF subject to no adverse impacts upon the character and appearance of the surrounding area, residential amenities of neighbouring properties, highway safety, trees etc. These matters are assessed below.

ii. Impact on the character and appearance of the area

9.3 None of the extensions would increase the overall depth or width of the restaurant. The rear and side elements would be infill extensions, and the front element would not project any further forward than the existing front projection of the building. In terms of design, it is considered that the three single storey additions would be in keeping with the character and appearance of the existing building and would be appropriate in scale.

9.4 The additional drive-through booth and the alterations to the car park would have minimal impact on the character of the area. The storage areas to the side would replace an existing similar facility. The new bin store would be an additional feature, however it is not considered that such a structure with a height of 2.6m would result in an overly prominent feature and it is not considered that this would appear out of keeping with the character of the site. Although it would result in the loss of part of an area of soft landscaping, this is not a significant area and the more prominent areas of soft landscaping around the car park, which include protected trees, shall remain.

9.5 Although the site is located adjacent to a park, its present use would not change and it is not considered that the development proposed would result in any significant additional impact on the character and appearance of the area compared to the existing situation.

9.6 It is therefore not considered that the development would result in an adverse impact on the character and appearance of the area. The development would therefore not be contrary to CSDPD Policy CS7, BFBLP 'Saved' Policy EN20 or the NPPF.

iii. Impact on residential amenity

9.7 The nearest neighbouring properties are located approximately 110m from the site and as such there are no concerns with regard to the development in terms of loss of light or it being of an overbearing nature. Given the separation distance involved and taking into account the extant use of the site it is not considered that the development would result in an unacceptable increase in noise and disturbance, to the detriment of the amenities of residents of the neighbouring properties.

9.8 It is therefore not considered that the development would result in a detrimental impact on residential amenity. As such it would not be contrary to BFBLP 'Saved' Policy EN20 or the NPPF.

iv. Transport implications

Parking

9.9 The existing car park comprises of 47 parking spaces overall. It is noted that this represents a shortfall of parking in terms the requirements of the Council's Parking Standards SPD for a restaurant (Use Class A3) which is 1 space per 5 square metres and for a building of this size would be 70 spaces. However if the restaurant area only was taken into account then the requirement would be 33 spaces. It is also noted that the SPD has a separate section for 'Drive Through Restaurants' which states that these are assessed '*on a case by case basis subject to evidence submitted with a planning application.*'

9.10 The proposed development would increase the size of the restaurant by 29 square metres through the side extension. The Highway Authority has accepted that the other extensions would not result in floor space that would have an additional parking requirement. The additional 29 square metres would require an additional six parking spaces to comply with the standard for an A3 unit. No additional parking is proposed, therefore the proposal would increase the existing parking shortfall at the site if assessed as an A3 unit only. However, regard needs to be had to the separate statement regarding 'Drive Through Restaurants', and the applicants have submitted a Traffic Note (ADL Traffic and Highways Ltd, March 2018) with regard to this matter.

9.11 The Traffic Note includes parking surveys, and these identify a maximum parking demand for the site of 38 vehicles, indicating a minimum existing capacity of nine spaces within the existing car park. Officers have visited the site on numerous occasions and have observed there to be spare capacity within the car park. As such it is considered that there is sufficient space within the existing car park to accommodate the additional parking demand that would be generated by the development. It is further noted that there is an over-provision at the site at present if only the restaurant area is taken into account, further demonstrating that there should be spare capacity within the existing car park. Finally the applicant's Traffic Note calculates the proposed parking demand to not exceed 40 spaces.

9.12 As such it is considered that the application has demonstrated that there is spare capacity at the site to accommodate any additional parking requirement generated by the proposals. Furthermore, 'Drive Through Restaurants' should be assessed on the basis of evidence submitted rather than to a set standard. It is therefore not considered that the development would result in an unacceptable adverse impact on parking provision within the site.

Access

9.13 The site is accessed via an access road leading from Wildridings Road past the restaurant to Mill Pond. Entrance to the site, both to the car park and the drive-through, is from a single point of access to the north of the building. Whilst parking capacity has been observed to not be an issue, Officers have observed on numerous occasions that there are issues regarding access at this site with cars often backed up beyond the junction between the access road and Wildridings Road whilst waiting to access the site. As spare capacity within the car park has been noted, it is considered that such issues are related to the drive-through element of the site and cars backed up here are waiting to access the drive-through lane. This is supported by evidence contained within the applicant's Traffic Note.

9.14 It is considered unlikely that the proposal to extend the building would have a significant impact on the drive-through element, with use of this facility likely to remain similar to the existing. The proposals include a new drive-through 'fast forward' booth, which would increase the capacity of the drive-through and should aid traffic flow through this facility. As such, although it is noted that there are issues with access to the site at present, it is not considered that the development would exacerbate the current situation and could indeed result in an improvement to traffic flow along the access.

9.15 The application also proposes to relocate the bin storage area within the site, to the east of the restaurant. Tracking plans have been provided to demonstrate this this can be accessed safely. The applicants have confirmed that refuse collection will be on Tuesday and Friday between 7am and 8am, with recycling collection on Wednesday at 8am. These are not likely to be busy hours for the restaurant or drive-through and as such are considered acceptable. To secure these times a condition is recommended that would require a refuse management plan to be submitted for approval. This would also give the applicant flexibility to change the collection times if required as this would only require the management plan to be

updated. Furthermore it is considered that this plan should also include a strategy with regard to litter, which is a concern of local residents which might be exacerbated due to an increase to the size and use of the restaurant.

9.16 The applicants have set out that the restaurant would be closed whilst redevelopment is taking place. As such it is not considered that there is any requirement for a Construction Management Plan as there is no potential for conflict with the public accessing the restaurant at these times.

9.17 As such it is not considered that the development would result in an adverse impact on highway safety, either by exacerbating existing access and traffic issues at the site or through an under provision of parking. The proposal would therefore not be contrary to CSDPD Policy CS23, BFBLP 'Saved' Policy M9 or the NPPF.

v. Effect on Trees

9.18 Trees on this site are the subject of confirmed Tree Preservation Order 501. They generally consist of a variety of mature and semi mature specimens, predominantly Willow, Oak and Alder. Both as individuals and collectively they are a fundamental part of the character and appearance of the area and as such represent a constraint to any future development of this site.

9.19 The proposed development does not require the removal of any of the trees. Furthermore the Tree Service is satisfied that the development would not compromise any of the existing trees through excavation within the Root Protection Area. As such it is not considered that the development would result in an adverse impact on the long term growth of these trees.

9.20 The application does not show any areas for storage of materials during construction. Given the close proximity of the trees it is considered that it should be ensured that the trees are adequately protected during construction, and as such tree protection shall be secured by condition.

9.21 It is therefore not considered that the development would result in an adverse impact on protected trees. It would therefore not be contrary to BFBLP 'Saved' Policies EN1 and EN20 or the NPPF.

vi. Community Infrastructure Levy

9.22 Bracknell Forest Council introduced charging for its Community Infrastructure Levy (CIL) on 6th April 2015. CIL is applied as a charge on each square metre of new development. The amount payable varies depending on the location of the development within the borough and the type of development.

9.23 CIL applies to any new build (except outline applications and some reserved matters applications that leave some reserved matters still to be submitted) including new build that involves the creation of additional dwellings. The development is not CIL liable.

10. CONCLUSIONS

10.1 The proposed development relates to a site within the settlement boundary and is therefore acceptable in principle. It would not adversely affect the character and appearance of the surrounding residential area or the residential amenities of neighbouring properties. It is not considered that the development would result in an adverse impact on highway safety.

10.2 As such the development would not be contrary to CSDPD Policies CS1, CS2, CS7 and CS23, BFBLP 'Saved' Policies EN20 and M9 or the NPPF.

11. RECOMMENDATION

11.1 That the Head of Planning be authorised to **APPROVE** the application subject to the following conditions:-

01. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with Section 91 of the Town and Country Planning Act 1990

02. The development hereby permitted shall be carried out only in accordance with the following approved plans received by the Local Planning Authority on 7 March 2018 and 13 November 2018:

0912-0917-04/AB, 0912-0917-305/A, 0912-0917-50/Q, 0912-0917-05/N, 0912-0917-06/P

REASON: To ensure that the development is carried out only as approved by the Local Planning Authority.

03. The materials to be used in the construction of the external surfaces of the development hereby permitted shall be of similar appearance to those of the existing building.

REASON: In the interests of the visual amenities of the area.

[Relevant Policies: BFBLP EN20, Core Strategy DPD CS7]

04. The extended restaurant shall not be brought into use until a refuse management plan has been submitted and approved in writing by the Local Planning Authority. The plan should include the following:

a) Refuse and recycling collection times.

b) Litter management strategy.

The development shall be carried out in accordance with the approved details.

REASON: In the interests of residential amenity and highway safety.

[Relevant Policies: BFBLP EN20, CSDPD CS23]

05. All existing trees, hedgerows and groups of shrubs shown to be retained on the approved drawings shall be protected by 2m high (minimum) welded mesh panels, supported by a metal scaffold framework, constructed in accordance with Section 6.2 of British Standard 5837:2012, or any subsequent revision. The protective fencing and other protection measures shall be erected prior to the commencement of any development works, including any initial clearance, and shall be maintained fully intact and (in the case of the fencing) upright, in its approved locations at all times, until the completion of all building operations on the site. No activity of any description must occur at any time within these protected areas including but not restricted to the following: -

a) No mixing of cement or any other materials.

b) Storage or disposal of any soil, building materials, rubble, machinery, fuel, chemicals, liquids waste residues or materials/debris of any other description.

c) Siting of any temporary structures of any description including site office/sales buildings, temporary car parking facilities, porta-loos, storage compounds or hard standing areas of any other description.

d) Soil/turf stripping, raising/lowering of existing levels, excavation or alterations to the existing surfaces/ ground conditions of any other description.

e) Installation/siting of any underground services, temporary or otherwise including; drainage, water, gas, electricity, telephone, television, external lighting or any associated ducting.

f) Parking/use of tracked or wheeled machinery or vehicles of any description.

In addition to the protection measures specified above,

g) No fires shall be lit within 20 metres of the trunks of any trees or the centre line of any hedgerow shown to be retained.

h) No signs, cables, fixtures or fittings of any other description shall be attached to any part of any retained tree.

REASON: - In order to safeguard trees and other vegetation considered to be worthy of retention in the interests of the visual amenity of the area.

[Relevant Policies: BFBLP EN1 and EN20, CSDPD CS7]

Informative(s):

1. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

2. No details are required to be submitted in relation to the following conditions; however they are required to be complied with:

1. Time Limit
2. Approved Plan
3. Materials
4. Refuse Management Plan
5. Tree Protection

3. Thames Water have made the following comments:

Waste Comments

Thames Water would advise that provided the developer followed the sequential approach to the disposal of surface water we would have no objection to the proposed development.

Water Comments

With regard to water supply, this comes within the area covered by the South East Water Company. For your information the address to write to is - South East Water Company, Rocfort Road, Snodland, Kent, ME6 5AH, Tel: 01444-448200

Supplementary Comments

Thames Water would ask that SUD's or attenuation is utilised to reduce the increase in surface flows from this redevelopment.