

## Unrestricted Report

### ITEM NO: 5

Application No.  
**13/00810/FUL**

Ward:  
Wildridings And Central

Date Registered:  
24 September  
2013

Target Decision Date:  
19 November 2013

Site Address:

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

Proposal:

**Erection of three single storey extensions to the existing restaurant.  
Provision of additional parking and alterations to the access.**

Applicant:

McDonald's Restaurant Ltd

Agent:

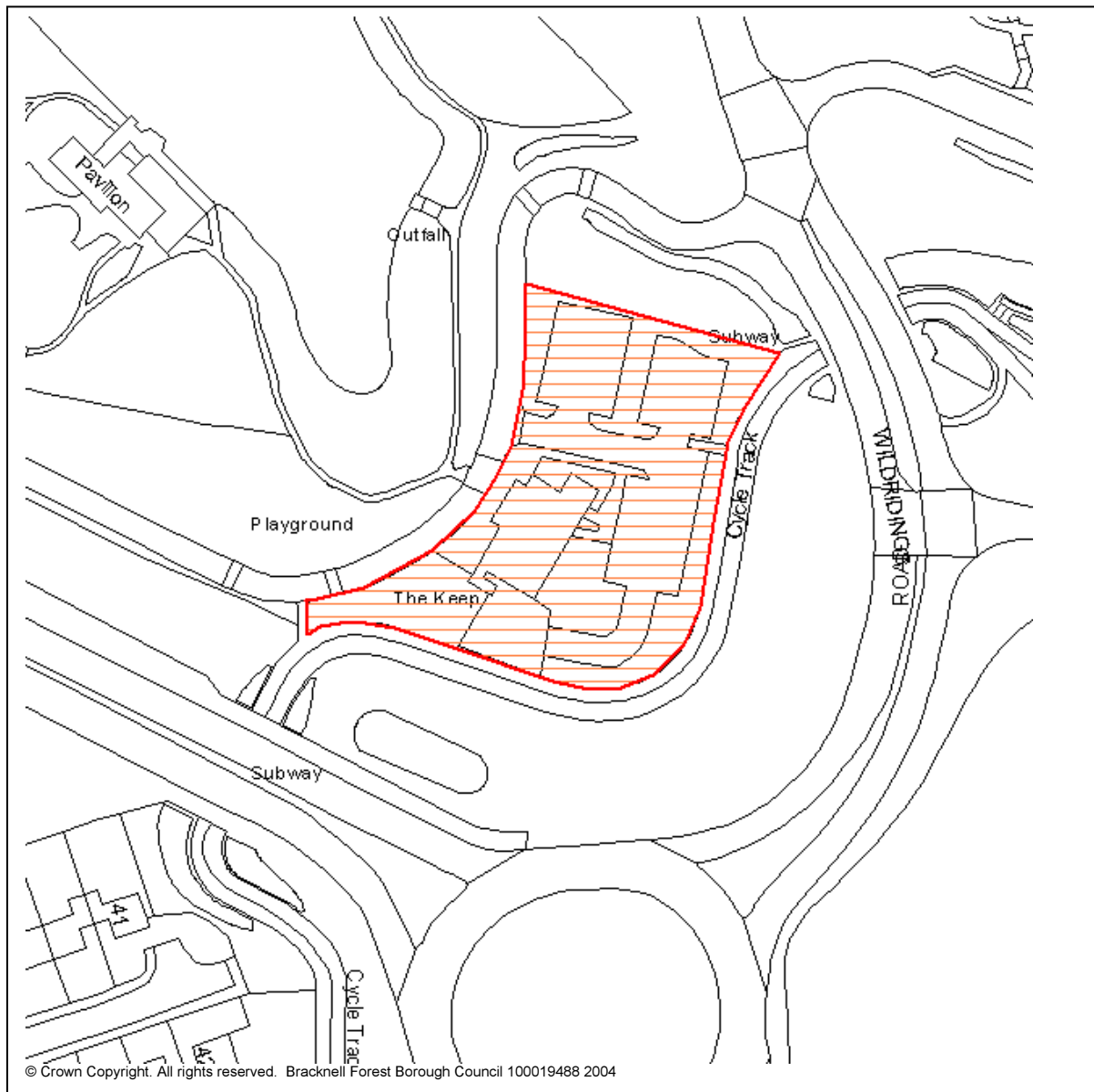
Mrs Sarah Carpenter

Case Officer:

Michael Ruddock, 01344 352000

[Development.control@bracknell-forest.gov.uk](mailto:Development.control@bracknell-forest.gov.uk)

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



## **OFFICER REPORT**

### **1. REASON FOR REPORTING APPLICATION TO COMMITTEE**

The application is reported to the Planning Committee as more than three objections have been received.

### **2. SITE DESCRIPTION**

The site is an established McDonalds restaurant that lies between the carriageways of Mill Lane and Wildridings Road. The two roads meet at a large roundabout to the south of the site. The restaurant is surrounded by a car park with 40no. spaces and also has a drive-thru facility which utilises the same entrance and exit as the car park. 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).

### **3. RELEVANT SITE HISTORY**

Application 624304 for the erection of a single storey front extension forming a customer entrance was approved in November 1998.

Application 10/00795/FUL for the 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 was approved in January 2011.

Application 13/00811/A for the relocation of signage to accommodate the proposed extensions was given advertisement consent in November 2013.

### **4. THE PROPOSAL**

The proposed development is for the erection of three single storey extensions to the McDonalds restaurant, the provision of additional parking and alterations to the access. The extensions would be to the north, west and south elevations of the restaurant and would total an additional 37.9sqm of floor area.

The extension to the north of the restaurant would infill an area between the main two storey building and a single storey element. It would have a depth of 4.2m with a width of 6.9m. It would have a height of 5.2m which would match the maximum height of the single storey element. This extension would increase the floor area of the restaurant.

The extension to the south would have a width of 4.6m and a depth of 4.15m. It would have a height of 3.5m which would match the height of an existing single storey element to the south elevation. This extension would increase the size of the staff area to the rear.

The extension to the west would have a depth of 0.86m with a width of 3.9m and a height of 3.5m. This extension would increase the size of the female W.C.

During the course of the application, the plans have been amended to include three additional parking spaces. Two new spaces would be provided to the north of the site following the removal of one existing space, and two new spaces would be provided to the south of the site, east of the restaurant. The access would also be widened at the entrance from 4.5m to 5.0m. Finally, a draft Section 106 agreement has been submitted which is concerned with a contribution towards a Traffic Regulation Order (TRO) for Wildridings Road.

## **5. REPRESENTATIONS RECEIVED**

Bracknell Town Council was consulted on the application, and recommend refusal for the following reason:

The change proposed to the entrance to McDonalds does not help the congestion on the access road when the drive through is busy. Congestion on the access road has a negative impact on access for residents wishing to use our recreational area, access for residents wishing to use Mill Park Café and access to the McDonalds Car Par. It also has a knock on effect on adjacent roads as users of McDonalds will park in residential roads when they cannot access the McDonalds car park easily. Parking outside the restaurant entrance causes a safety issue for pedestrians crossing the road.

Further to this response, three objections have been received from neighbouring properties. The reasons for objection can be summarised as follows:

- Adverse impact on access to facilities provided by Bracknell Town Council and the Mill Park Café due to queues of motorists blocking the access road.
- Access road too narrow.
- Insufficient parking for the restaurant.
- Removal of part of the outside seating area.

## **6. SUMMARY OF CONSULTATION RESPONSES**

### Highway Authority:

Initial comments from the Highways Officer raised concerns that the development would result in an additional parking requirement, and also raised a concern that no alterations to the existing access were proposed. Following the submission of amended plans, a transport statement and a draft Section 106 agreement the Highways Officer recommends conditional approval.

### Environmental Health:

Following the submission of additional information with regards to how the site will operate during construction, no objections have been raised to the proposed development.

## **7. DEVELOPMENT PLAN**

The Development Plan for this Borough includes the following:

Site Allocations Local Plan 2013 (SALP)  
'Retained' Policies of the South East Plan 2009 (SEP)  
Core Strategy Development Plan Document 2008 (CSDPD)  
'Saved' Policies of the Bracknell Forest Borough Local Plan 2002 (BFBLP)  
Bracknell Forest Borough Policies Map 2013

## **8. PRINCIPLE OF DEVELOPMENT**

SALP Policy CP1 refers to the presumption in favour of sustainable development as outlined within the National Planning Policy Framework (NPPF). SALP Policy CP1 states that the Council will act proactively and positively with applicants to seek solutions which mean that proposals can be approved wherever possible, and to improve the economic, social and environmental conditions within the area. Planning applications that accord with the policies

in the development plan for Bracknell Forest should be approved without delay, unless material considerations indicate otherwise.

CSDPD Policy CS1 sets out a number of sustainable development principles including making efficient use of land and buildings where it protects the character and quality of local landscapes.

CSDPD Policy CS2 states that development will be permitted within defined settlements and on allocated sites where it is consistent with the character, accessibility and provision of infrastructure and services within that settlement, unless material considerations indicate otherwise.

These policies are considered to be consistent with the sustainable development principles of the NPPF and as a consequence are considered to carry significant weight. The NPPF also makes it clear that development needs of business should be supported.

McDonalds, Wildridings Road is located within a residential area that is within a defined settlement on the Bracknell Forest Borough Policies Map (2013). As a result the proposed development is considered to be acceptable in principle, subject to no adverse impact on the street scene, amenity of neighbouring occupiers, highway safety, trees etc. These issues are addressed below.

## **9. IMPACT ON CHARACTER AND APPEARANCE OF AREA**

CSDPD Policy CS7 states that development will be permitted which builds upon the local character of the area, provides safe communities and enhances the local landscape where possible. BFBLP 'Saved' Policy EN20 states that development should be in sympathy with the appearance and character of the local area.

These policies are considered to be consistent with the principles set out within the NPPF. In addition para. 56 of the NPPF states that good design is a key aspect of sustainable development and should contribute positively to making places better for people to live

None of the extensions would increase the overall width and depth of the restaurant, and it is not considered that the amount of additional floor area is significant. In terms of design, it is considered that the single storey additions would be in keeping with the character and appearance of the existing building. Furthermore it is not considered that the extensions would result in disproportionate additions to the building that would appear incongruous in the streetscene in this location.

As such it is not considered that the development would result in an adverse impact on the character and appearance of the area and it would be in accordance with CSDPD Policy CS7, BFBLP 'Saved' Policy EN20 and the NPPF.

## **10. RESIDENTIAL AMENITY**

BFPLP 'Saved' Policy EN20 refers to the need to not adversely affect the amenity of the surrounding properties and adjoining areas. In addition to this, part of the requirement for a development to provide a satisfactory design as stated in BFPLP Policy 'Saved' EN20 is for the development to be sympathetic to the visual amenity of neighbouring properties through its design implications. This is considered to be consistent with the core principle relating to design in paragraph 17 of the NPPF, which states that planning should seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings, and consistent with the general design principles laid out in paras. 56 to 66 of the NPPF.

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. It is therefore considered that the development would not result in an adverse impact on the amenity of neighbouring properties, and is therefore in accordance with BFBLP 'Saved' Policy EN20 and the NPPF.

## **11. TRANSPORT IMPLICATIONS**

CSDPD Policy CS23 states that the Local Planning Authority will seek to increase the safety of travel. BFBLP 'Saved' Policy M9 seeks to ensure that new development has sufficient car parking. To supplement this policy the adopted Parking Standards SPD (2007) sets out the advised levels and size of parking spaces for commercial units. The NPPF allows for LPAs to set their own parking standards for non-residential development and therefore the above policies are considered to be consistent with the NPPF.

As originally submitted, no changes were proposed to the parking layout. In respect of this submission, the Highways Officer was not satisfied with the proposal as the development would result in an additional parking requirement of seven spaces and would place increased pressure upon the access when existing demand for both the car park and drive-thru is high. At present customers waiting to access the car park are restricted by cars queuing out back from the drive-thru element. The Highways Officer therefore recommended that minor alterations to the junction radii on the northern side were made to improve access, and that additional parking was provided.

Additional plans were provided by the applicants in response to these concerns and three additional spaces are now proposed. A survey has also been carried out which indicates that there is some spare capacity in the existing car park. The Highways Officer is therefore satisfied that the additional parking spaces coupled with the spare capacity can cater for the additional demand. However, there is no further room for expansion.

Changes have also been made to the entry radius in line with the recommendations of the Highways Officer. A swept path diagram has been provided to show how vehicles would pass each other while queuing to ensure that the alterations are sufficient. The Highways Officer is therefore satisfied that the alterations made have overcome the concerns in respect of the access.

The Highways Officer has acknowledged that the queue of vehicles does extend back up the access road at certain times, and it has been observed that larger vehicles associated with the use of the restaurant have been parking, on occasion, outside the site on the verge or road side. Such vehicles reduce visibility for cars exiting the site and cause an obstruction. The proposal would intensify the use of the site access and the Highways Officer therefore advised that a mitigation payment should be sought to secure the provision of a Traffic Regulation Order on Wildridings Road to protect the access road and nearby junctions. A draft Section 106 agreement aimed at securing a contribution of £3,000 has been submitted, and the Highways Officer is satisfied that as long as such funds are secured, this would overcome the concern regarding the impact on sight lines when exiting the main access road.

Conditions will be imposed to secure the new access arrangements and parking spaces. As the store would remain open during construction the access condition will be a 'pre-commencement' condition as doing the work once the extensions have been completed may be difficult. For the reasons given above the proposal is considered to be in accordance with CSDPD Policy CS23, BFBLP 'Saved' Policy M9, the Parking Standards SPD and the NPPF and would not result in an adverse impact on highway safety.

## 12. EFFECT ON TREES

BFBLP 'Saved' Policy EN1 seeks to ensure that the Borough's significant trees are protected. The NPPF refers to conserving the natural environment, therefore this policy is consistent with the NPPF. The whole site is covered by an area Tree Preservation Order (ref. TPO 501) and the additional parking spaces would be constructed on existing soft landscaped areas. The spaces would be far enough away that they would not result in an adverse impact on the Root Protection Areas of protected trees. Furthermore it is not considered that the loss of soft landscaping to accommodate three parking spaces would result in a detrimental impact on the character of the area. An existing space that would be removed would be restored to a soft landscaped area, and a condition will be imposed to secure this.

Therefore the proposal is considered to be in accordance with BFBLP 'Saved' Policy EN1 and the NPPF and would not result in an adverse impact on significant trees.

## 13. CONCLUSIONS

The proposal is considered to be acceptable in principle and it is considered that the development would not result in an adverse impact on the character and appearance of the local area, the amenities of the residents of the neighbouring properties, highway safety or on protected trees, subject to the satisfactory completion of the Section 106 agreement. It is therefore considered that subject to the recommended conditions the proposed development complies with the Development Plan Policies SALP Policy CP1, CSDPD Policies CS1, CS2, CS7 and CS23, BFBLP 'Saved' Policies EN1, EN20 and M9, the Parking Standards SPD and the NPPF.

## RECOMMENDATION

**Following the completion of planning obligation(s) under Section 106** of the Town and Country Planning Act 1990 relating to:-

01. A contribution of £3,000 towards a Traffic Regulation Order for Wildridings Road.

That the Head of Development Management be authorised to **APPROVE** the application subject to the following condition(s):-

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 24th September 2013 and 5th March 2014:

0912-0917-04 (M)  
0912-0917-05 (J)  
0912-0917-06 (G)  
0912-0917-07 (D)  
0912-0917-09 (C)  
0481/SK/200-B  
0481/SK/201-B

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 dwelling.

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

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

04. The extended parts of the restaurant shall not be occupied until the associated vehicle parking has been surfaced and marked out in accordance with the approved drawing. The spaces shall thereafter be kept available for parking at all times.

REASON: To ensure that the development is provided with adequate car parking to prevent the likelihood of on-street car parking which would be a danger to other road users.

[Relevant Policies: BFBLP M9, Core Strategy DPD CS23]

05. The development shall not commence until the vehicular access has been constructed in accordance with the approved drawing.

REASON: In the interests of highway safety.

[Relevant Policies: Core Strategy DPD CS23]

06. The development shall not be occupied until a scheme depicting replacement soft landscaping has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a 3 year post planting maintenance schedule. All planting comprised in the soft landscaping works shall be carried out and completed in full accordance with the approved scheme, in the nearest planting season (1st October to 31st March inclusive) to the completion of the development or prior to the occupation of any part of the approved development, whichever is sooner, or as may otherwise be agreed in writing by the Local Planning Authority. As a minimum, the quality of all soft landscape works shall be carried out in accordance with British Standard 4428:1989 'Code Of practice For General Landscape Operations' or any subsequent revision. All trees and other plants included within the approved details shall be healthy, well formed specimens of a minimum quality that is compatible with British Standard 3936:1992 (Part 1) 'Specifications For Trees & Shrubs' and British Standard 4043 (where applicable) or any subsequent revision. Any trees or other plants which within a period of 5 years from the completion of the development, die, are removed, uprooted, are significantly damaged, become diseased or deformed, shall be replaced during the nearest planting season (1st October to 31st March inclusive) with others of the same size, species and quality as approved, unless the Local Planning Authority gives written consent to any variation.

REASON: In the interests of good landscape design and the visual amenity of the area.

[Relevant Policies: BFBLP EN20, CSDPD CS7]

#### Informative(s):

01. 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.

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

01. Time Limit
02. Approved Plans
03. Materials

- 04. Parking
- 05. Access

03. The applicant is advised that the following condition requires discharging prior to occupation of the development:

- 06. Soft landscaping

In the event of the S106 planning obligation(s) not being completed by 30th June 2014 the Head of Development Management be authorised to **REFUSE** the application on the grounds of:-

01. The proposed development would unacceptably increase the pressure on highways and transportation infrastructure. In the absence of a planning obligation in terms that are satisfactory to the Local Planning Authority, and which secure contributions towards integrated transport and highway safety measures the proposal is contrary to Policy CS23 of the Core Strategy Development Plan Document.

Doc. Ref: Uniform 7/DC/Agenda

The application file to which this report relates can be viewed at the Council's Time Square office during office hours or online at [www.bracknell-forest.gov.uk](http://www.bracknell-forest.gov.uk)