

PART 5: Planning Applications for Decision**Item 5.2****1 APPLICATION DETAILS**

Ref: 18/00785/FUL
Location: McDonalds Restaurant, 415 Purley Way
Ward: Waddon
Description: Alterations, Refurbishment of restaurant and patio area, alterations to elevations, erection of front/side/rear extensions, alterations to drive thru lane, installation of goal post height restrictor and two customer order displays with associated canopies
Drawing Nos: 7151_AEW_0842_0002 Rev B, Canopy Detail, Directional Sign, 7151_AEW_0842_0005 Rev B, 7151_AEW_0842_0045 Rev A, 7151_AEW_0842_0003 Rev B, McD/0432/2013 A, 7151_AEW_0842_0050 Rev C, 7151_AEW_0842_0008 Rev A, 7151_AEW_0842_0018, 7151_AEW_0842_0004 Rev C, 7151_AEW_0842_0001 Rev D
Agent: Planware Limited
Case Officer: Victoria Bates

- 1.1 This application is being reported to Sub Committee because the Ward Councillor (Cllr Robert Canning) made representations in accordance with the Council's Committee Constitution and requested committee consideration.

2 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission.
- 2.2 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

- 1) In accordance with approved plans
- 2) Construction Logistics Plan
- 3) Details of ventilation and extraction machinery
- 4) Within 3 years
- 5) Any other planning condition(s) considered necessary by the Director of Planning & Strategic Transport

Informatives

- 1) Any informative(s) considered necessary by the Director of Planning & Strategic Transport

3 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The applicant seeks full planning permission for:

- Alterations, Refurbishment of restaurant and patio area, alterations to elevations, erection of front/side/rear extensions, alterations to drive thru lane, installation of goal post height restrictor and two customer order displays with associated canopies

Site and Surroundings

3.2 The site is located within a retail park. To the south of the site, is Waddon national rail station, to the west is Purley Way which is part of Transport for London's Road Network (TLRN), to the north is a car garage and residential properties, separated from the site by the car park and to the east is a large retail unit. The land level of Purley Way and Waddon national rail station is much higher than the site.

Planning History

3.3 The application site has been the subject of a number of applications of relevance to this proposal, including;

- 18/01287/FUL - Alterations to the site access and reconfiguration of the external seating area – Pending consideration (Item x.x for this Committee's consideration)
- 18/01288/ADV - Relocation of illuminated sign – Pending consideration
- 18/00786/ADV - Relocation of existing signs and installation of 7 illuminated signs and 1 non illuminated banner – Pending consideration
- 13/02624/P - Continued use for purposes within class A3 (food and drink) (without compliance with condition 1 - hours of use - attached to planning permission 04/04632/P) - Withdrawn
- 10/02382/P for the alterations and refurbishment to include erection of service canopy – Approved
- 10/03083/RES - Discharge of condition 2 attached to planning permission
- 10/02382/P - Alterations and refurbishment to include erection of service Canopy – Granted
- 09/03032/P - Continued use for purposes within class A3 (food and drink) (without compliance with condition 1 - hours of use- attached to planning permission 04/04632/P) – Refused
- 07/01904/P - Continued use as drive thru restaurant (without compliance with condition 11 - hours of use- attached to planning permission 95/2080/p) – Refused
- 04/04632/P- Continued use for purposes within class A3 (food and drink) (without compliance with condition 11 - hours of use attached to planning permission 95/2080/P) – Granted
- 95/02080/P - Erection of single storey non-food retail unit; erection of single storey building for use within class a3 (food and drink); alterations to vehicular access and provision of 79 parking spaces

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- There is no objection in principle to extensions and alterations of the existing building.
- The extension and alterations proposed would be acceptable in terms of their appearance and impact on character considering their location in a retail park
- The proposal would not have a detrimental impact on the residential amenities of adjoining occupiers from increased noise and disturbance
- The proposal would not prejudice highway safety

5 CONSULTATION RESPONSE

5.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

6 LOCAL REPRESENTATION

6.1 The application has been publicised by way of letters sent to neighbouring occupiers of the application site. The number of representations received from neighbours, local groups etc. in response to notification and publicity of the application were as follows:

No of individual responses: 7 Objecting: 7 Supporting: 0

6.2 The following issues were raised in representations. Those that are material to the determination of the application, are addressed in substance in the MATERIAL PLANNING CONSIDERATIONS section of this report:

- Increase in congestion
- Noise
- Increase in litter
- The proposal should be put on hold following TfL's Fiveways project and step free access to Waddon station
- Light pollution
- Obtrusive by design
- The plans should include ramped access

6.3 Ward Councillor Robert Canning has made the following objections to the scheme:

- Increase in congestion
- Potential for conflict during construction with TfL Fiveways project
- Litter generation

6.4 Member of Parliament for Croydon South- Chris Philp has also made an objection to the scheme:

- Increase in congestion
- Deterioration in air quality
- Increase in noise and disturbance to residents

7 RELEVANT PLANNING POLICIES AND GUIDANCE

7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Croydon Local Plan was adopted in 2018.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in March 2012. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Requiring good design.
- Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions

7.3 The main policy considerations raised by the application that the Committee are required to consider are:

Consolidated London Plan 2015 (LP):

- 3.5 on Quality and design of housing developments
- 6.13 on Parking
- 7.4 on Local Character
- 7.6 on Architecture

Croydon Local Plan 2018 (CLP):

- SP4: Urban Design and Local Character
- DM10: Design and Character
- DM11: Shopfront design and security
- DM13: Refuse and Recycling
- SP8: Transport and Communication
- DM29: Promoting sustainable travel and reducing congestion

8 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues raised by the application that the Planning Committee is required to consider are as follows:

1. Principle of Development
2. Townscape and visual impact
3. Impact on neighbouring residential amenity
4. Transportation, access and parking

8.2 Principle of Development

- 8.3 At the heart of the National Planning Framework 2012 (NPPF) is a presumption in favour of sustainable development which meets social, economic and environmental needs.
- 8.4 Croydon Local Plan 2018 Policy SP1.4 states that the Council will seek to encourage growth and sustainable development, whilst Policy SP1.2 states that all development in the borough should respond to and enhance local character, the heritage assets and identity of the Places of Croydon, the Croydon Opportunity Area is identified as one of the 16 Places of Croydon.
- 8.5 Whilst alterations to the car park layout and alterations and extensions are proposed to the existing building, this proposal does not alter the existing use of the site as a McDonald's restaurant. On this basis, it is considered the proposal is acceptable in principle.

Townscape and Visual Impact

- 8.6 Policy 3.5 of the London Plan requires housing development to be of the highest quality. Policies 7.1, 7.4, 7.5 and 7.6 of the London Plan state that development should make a positive contribution to the local character, public realm and streetscape. It should incorporate the highest quality materials and design appropriate to its context. Policy DM10 of the Croydon Local Plan requires the siting, layout and form of new development to respect the character and appearance of existing areas. Policy SP1.1 indicates that the Council will require all new development to contribute to enhancing a sense of place and improving the character of the area. Policies SP4.1 and SP4.2 of also require development to be of a high quality which respects and enhances local character.
- 8.7 The application proposes minor extensions to the existing building and alterations to the car park layout including:
- An additional 46.6sqm of floorspace spread across small extensions to the front, side and rear of the existing building
 - The loss of two car parking spaces to facilitate the erection of an enclosed bin store
 - The creation of two ordering points with associated canopies, bollards and goal post restrictor
 - Relocation of existing car parking space on the southern side of the site by approximately 1 metres towards the boundary
- 8.8 The proposed extension and alterations would have very little visibility from Purley Way due to the land level changes between the site and the road and the location of the works mainly at the rear of the site. Given the location of the site within a retail park, it is not considered that the extension and alterations would have a detrimental impact to the streetscene as they would be in keeping with the surroundings.
- 8.9 The extensions would not significantly change the appearance of the existing building. The under eaves extensions to the north and west elevations would appear largely similar in architectural style, appropriate to the context. The extension of the freezer

and chiller on the southern and eastern elevation is different in appearance to the existing, although its form would be in keeping and not visible from the streetscene.

- 8.10 The alterations to the car park would include the erection of a timber bin store in the place of a car parking space. This is an improvement on the existing arrangement of several wheelie bins in the corner of the site. It has been confirmed with the applicant that refuse will continue to be collected by a private company. The other alterations to the car park including bollards and ordering points would be of a similar scale and design to the existing features. The appearance of the scheme would therefore be in accordance with DM10 as it would respect the character and appearance of the immediate area.

Impact on Neighbouring Residential Amenity

- 8.11 Policy 7.1 of the London Plan indicates that in their neighbourhoods, people should have a good quality environment. Policy DM10 of the Croydon Local Plan requires the Council to have regard to the privacy and amenity of adjoining occupiers. Policies SP4.1 and SP4.2 seek to respect and enhance character, to create sustainable communities and enhance social cohesion and well-being.
- 8.12 The nearest residential properties from the site are located on Waddon Park Avenue. These properties are separated from the McDonalds building by the car park for the retail park and some by the car garage north east of the site. The distance between the building and the rear elevation of the properties is approximately 60 metres.
- 8.13 The works themselves involve reconfiguring and refurbishing the existing external features on the site – seating area, extending the building and improving the drive thru system within the site by creating a tandem ordering system. The aim is to streamline the ordering process so that orders can be processed more quickly. The works would not result in a significant intensification of the restaurant's operation. The overall noise levels would not significantly increase as a result of the proposal as the proposal aims to reduce the build up of cars waiting on the site and causing congestion. In terms of light pollution, there would be no additional light fittings and therefore no increase in light pollution.
- 8.14 The extensions to the existing building at the front would be located under the eaves. The minor scale of the extensions and the good level of separation of the building to the nearest residential property would not result in any significant detrimental effects to neighbour amenity, in accordance with Policy DM10.
- 8.15 In addition to the proposed development, a number of new advertisements are proposed these are being considered under a separate application (18/00786/ADV).
- 8.16 The impact on the residential amenities of the occupiers of properties on Waddon Park Avenue is considered acceptable due to the good levels of separation and the scale of the proposal to simply improve the efficiency and update the existing facilities on the site.

Transport

- 8.17 The London Plan seeks to encourage a shift to more sustainable modes of transport, including walking and cycling within Chapter 6. DM29 of the Croydon Local Plan also requires that development should not have a detrimental impact on highways safety or the transport network local to the site.

- 8.18 The proposal would result in the loss of two car parking spaces at the rear of the site. This is not considered to be of scale to negatively impact the highway network. The proposal would also alter the internal drive thru system to provide a tandem ordering system where two customers would be able to order at the same time instead of one. This will streamline the ordering process, potentially reducing the number of the cars queueing. The application has been assessed by Transport for London (Borough Planning and Fiveways Project Officer) and Croydon Council's Transport officer and deemed to cause no detrimental impact on the highway network when in operation.
- 8.19 A condition is however, proposed for details of Construction Logistics to avoid a detrimental impact during the construction phase.

Conclusions

All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.