

**PART 5: Planning Applications for Decision**

**Item 5.3**

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**1 APPLICATION DETAILS**

Ref: 18/01287/FUL  
Location: McDonalds Restaurant, 415 Purley Way  
Ward: Waddon  
Description: Alterations to the site access and reconfiguration of the external seating area  
Drawing Nos: 7151\_AEW\_0842\_0102, Directional Sign, 7151\_AEW\_0842\_0103, 7151\_AEW\_0842\_0101 Rev B, 7151\_AEW\_0842\_0108 Rev A  
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) Unless otherwise stated materials should match the existing
- 3) Hard and soft landscaping scheme to be submitted
- 4) Construction Logistics Plan
- 5) Permission should begin 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 to the site access and reconfiguration of the external seating area.

## 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 elevated in comparison to the site.

## Planning History

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

- 18/00785/FUL - 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 – 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 alterations to the site access or external seating area
- The 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: 1      Objecting: 1      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 litter

- 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

## **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 are proposed, 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 overall appearance would not significantly change. The furniture in the external seating area would be replaced but the size would not increase. The new seating would be in keeping within the context of area. Moreover, the reconfiguration of the access would not result in a significant change in appearance to the existing layout. The proposal therefore conforms to Policy DM10.

### **Impact on Neighbouring Residential Amenity**

8.8 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.

8.9 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.

8.10 The works proposed within this application alone would not significantly change the usage of the site in a way that would harm the amenity of the nearest residential properties due to their scale.

8.11 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.

### **Transport**

8.12 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.

8.13 The proposal would alter the vehicular access from the site so that two lanes are provided for vehicles to exit the site, this provides a continuation of the existing two lanes at the junction with Purley Way and improves the exit arrangements and therefore is not considered to be of scale to negatively impact the highway network. 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 (and any future planned works to the junction as per the Fiveways scheme) when in operation.

8.14 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.