SOUTHPORT U.K. Tel.0704-26866 Fax.0704-25814
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YSTEMS LTD

4

APPLICATION NO:
F/2000/1503

LOCATION:
Land Adjoining Kwiksave The Square, Chalfont Way, Earley Reading.

APPLICANT:
McDonalds Restaurants C/O Hepher Dixon (C Potts)

PROPOSAL:
Proposed erection of A3 drive through restaurant (Duplicate Application)

EARLIEST DATE FOR DECISION: **19/06/2000**

APPLICATION EXPIRY DATE: **17/07/2000**

CASE OFFICER: **Lynette Baker**

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACTS

Notification of Approval of Permission

McDonalds Restaurants
C/O Hepher Dixon (C Potts)
100 Temple Chambers
Temple Avenue
London
EC4Y 0HP

Application Number: F/2000/1503

Parish:	**EARLEY**
Location:	**Land Adjoining Kwiksave, The Square, Chalfont Way, Earley, Reading.**
Proposal:	**Proposed erection of A3 drive through restaurant (Duplicate Application)**

The Wokingham District Council in pursuance of their powers under the above Acts and Regulations hereby **Approve Permission** for carrying out the above development in accordance with the application and the accompanying plans submitted to the Council subject to compliance with the following conditions, the reasons for which are specified hereunder.

Condition
1. The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Condition
2. Prior to commencement of development a scheme indicating the provision to be made for people with disabilities to gain access to the building shall be submitted to and agreed in writing by the Local Planning Authority. The agreed scheme shall be implemented before the development hereby permitted is brought into use, and thereafter maintained as such.

Condition
3. No construction work of any sort shall take place other than between the hours of 0800 and 1800 Monday to Friday and 0830 to 1330 Saturdays and no work shall take place on Sundays or Bank Holidays.

Condition
4. Prior to the commencement of development, details of the proposed slab levels of the proposed building shall be submitted to and approved in writing by the Local Planning Authority. The constructed development shall not vary from the approved levels.

Condition
5. The area shown on the permitted drawings for vehicle parking, turning, loading and off-loading shall be kept available for such uses and no development, whether permitted by the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order) or not, shall be carried out on the land so shown or in such a position as to preclude vehicular access to this reserved space.

Condition
6. The area shown on the permitted drawings for vehicle parking and turning shall be kept available for such use and no development, whether permitted by the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order) or not, shall be carried out on the land so shown or in such a position as to preclude vehicular access to this parking space.

Condition
7. Provision shall be made to accommodate all site operatives, visitors and construction vehicles loading, off-loading, parking and turning within the site during the construction period, in accordance with details to be submitted to and agreed in writing by the Local Planning Authority.

Condition
8. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on the adjacent public highways, in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

Condition
9. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artifacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting, etc.); proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines, etc. indicating lines, manholes, supports, etc.); retained historic landscape features and proposals for restoration, where relevant.

Condition
10. Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed number/densities where appropriate; implementation and maintenance programme.

Condition
11. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons (01 November - 31 March) following the first occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the landscaping die, are removed or become dangerous, damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Condition
12. Existing trees, hedgerows and shrubs identified on the approved plans for retention shall not be damaged or destroyed, nor shall they be uprooted, felled or pruned for a period of 5 years after completion of the permitted development. Any trees, shrubs or hedgerows removed or which die or become dangerous, damaged or diseased before the end of that period shall be replaced with new trees, shrubs or hedging species of such size, species and in such number and position as may be agreed in writing by the Local Planning Authority, before the end of the first available planting season following their loss or removal (November - March inclusive).

Condition
13. All hard landscape works shall be carried out in accordance with the approved details. The hard landscape works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed with the Local Planning Authority.

Condition
14. Details of any lighting shall be submitted to and approved in writing by the Local Planning Authority before commencement of development. Development shall be carried out in accordance with the approved details prior to commencement of use.

Condition
15. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed in accordance with the approved details before commencement of use.

Condition
16. A landscape management plan, including long term design objectives, landscape areas, other than small, privately owned, domestic gardens, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the building for its permitted use. The landscape management plan shall be carried out as approved.

Condition
17. Before the building operations hereby permitted are commenced, samples and details of the proposed external materials shall be submitted to and approved in writing by the Local Planning Authority and no external materials shall be used other than those approved.

Condition
18. All plant, machinery and equipment installed or operated in connection with the carrying out of this permission shall be so enclosed and/or attenuated that noise therefrom does not exceed a level of 5dB(A) below the existing background level (or 10dB(A) below if there is a particular tonal quality) when measured according to BS4142 1997, at a point one metre to the nearest noise sensitive property, at any time.

Condition
19. All ventilation of smoke, steam and cooking fumes to the atmosphere shall at all times be filtered to avoid nuisance from smell, grease or smoke to persons in neighbouring or nearby properties. Details of the nature and location of such ventilation and filtration equipment shall be submitted to and agreed in writing by the Local Planning Authority before the installation and shall be installed before the use hereby approved commences and shall thereafter be maintained. (Details to include outlet height, which in general should be at least 1 metre above ridge height of the nearest building).

Condition
20. The premises shall not remain open for serving of customers after 23.00 hours Monday to Saturday, and 22.30 hours Sundays, Bank Holiday or other Public Holidays. The premises shall not open for the serving of customers until 0700 Mondays to Sundays, inclusive of Bank Holidays.

Condition
21. No deliveries shall be accepted at the premises other than between the hours of 07.00 hours and 23.00 hours Monday to Saturday and at no time on Sundays or Bank or other Public Holidays.

Condition
22. Details for the storage of waste on the premises and litter control measures shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development and thereafter be retained for the duration of the development hereby approved.

Condition
23. Prior to the development commencing, detailed plans shall be submitted to and approved by the Local Planning Authority showing internal traffic management/calming measures. Details should include the recommendations set out in the applicant's safety audit. The development shall not be occupied until the car park has been laid out in accordance with the approved details.

Condition
24. Details of cycle parking provision shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development. The racks shall be in place prior to commencement of use and shall be permanently retained.

Reason
1. In pursuance of Section 91(1) of the Town and Country Planning Act 1990.

Reason
2. To ensure appropriate access for the public.

Reason
3. In the interests of residential amenity.

Reason
4. In the interests of the character and amenities of the locality.

Reason
5. Development without adequate provision for the accommodation for the parking of vehicles and for loading and off-loading would lead to those activities being inconvenient to other road users and detrimental to highway safety.

Reason
6. In the interests of highway safety.

Reason
7. In the interests of highway safety and convenience.

Reason
8. In the interests of highway safety and convenience.

Reason
9. To enable the development to assimilate into its surroundings.

Reason
10. To enable the development to assimilate into its surroundings.

Reason
11. To enable the development to assimilate into its surroundings.

Reason
12. In the interests of the future health and amenity value of the trees.

Reason
13. To ensure a satisfactory external appearance.

Reason
14. In the interests of residential amenity.

Reason
15. To enable the development to assimilate into its surroundings.

Reason
16. To enable the development to assimilate into its surroundings.

Reason
17. To ensure a satisfactory external appearance.

Reason
18. In the interests of residential amenity.

Reason
19. In the interests of residential amenity.

Reason
20. In the interests of residential amenity.

Reason
21. In the interests of residential amenity.

Reason
22. In the interest of the appearance of the site.

Reason
23. In the interests of highway safety.

Reason
24. To encourage the use of alternative forms of transport.

Informative
1. You are advised, in compliance with The Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2000, that the following policies and/or proposals in the development plan are relevant to this decision:

Berkshire Structure Plan Policies S1, S2, LD5 and EN1.
Loddon Area Local Plan Policies LBE1, LBE2, LT5 and LT6.
Deposit Draft Wokingham District Local Plan Policies WSH3, WOS3, WT3 and WT7.

Informative
2. The applicant is advised of the need to ensure effective litter control in the wider vicinity of the application site.

Informative
3. The applicant is advised to speak to Building Regulations and ascertain the need to undertake a survey regarding the strength of the banking.

T. G Watson

Trevor Watson
Development Control Manager
Date: 08/08/2002

Notice checked by: CHurst

If this notice grants permission to proceed with the proposal the applicant is reminded that it relates to planning permission only and does not constitute approval under any other legislation including Building Regulations.

Application No. **Received** **Earley**
F/2000/1503 & F/2000/1504 **22.05.00**

Applicant : **McDonalds Restaurants**
Location : **Land adjoining Kwiksave, The Square, Chalfont Way, Earley**
Proposal : **Erection of A3 restauarant and drive-through.**

1. **Planning History** - Outline application 01945 set out broad areas for development within this part of Earley, and identified an area adjoining Elm Lane for commercial development. The proposal site lies within this commercial area, to the west of Elm Lane, adjoining and to the south of Kwik Save, within the car park area. The site is elevated above the level of the road to the south, and separated from it by an embankment. To the west is an undeveloped area and to the north west an area of public open space.

   Policy PWE4 of the Loddon Area Local Plan allows for expansion of the commercial area to the east of Chalfont Way (Area DD) with uses 'compatible with and complementary to the District Centre as a whole'. The proposal site adjoins Area DD.

2. **Proposal** – comprises duplicate applications for the erection of a single storey restaurant of 75-85 seats (320 square metres), with a drive-thru facility to allow customers to purchase their food without leaving their vehicles. Opening hours as proposed are 7 a.m. until 11 p.m.

3. **Consultations** -
   - ***Earley Town Council:*** objects – see attached
   - ***Environmental Health Officer:*** no objection subject to conditions regarding extraction and filtration systems, litter control, opening times and delivery hours.
   - ***Landscape Officer:*** full landscape plan required, which should show planting along western boundary of the site
   - ***Highway Authority:*** No objection subject to a financial contribution of 15–20k for footway improvements and conditions.
   - ***Letters:*** 9 objecting, on the following grounds:
     increased traffic, noise, particularly during anti-social hours, litter, enough similar outlets in the area already, loss of privacy, light pollution, erosion of open space.

4. **Appraisal** – The main determining issues are:

   A. Whether the principle of the development is acceptable (Berkshire Structure Plan policies S1 and S2; Wokingham District Local Plan policy WSH3; Planning Policy Guidance Note 6 - Town Centres and Retail Developments.)
   B. Impact of the development on the character of the area and on the amenity of neighbouring properties (Loddon Area Local Plan policies LBE1 and LBE2; Wokingham District Local Plan policy WOS3).

C. Highway Issues (Berkshire Structure Plan policy LD5)
D. Concerns of the Town Council and Local Residents.

A. The Principle of Development.
Proposals for retail and leisure uses should be considered against PPG6, which aims to sustain and enhance the vitality and viability of existing town and district centres through the application of a sequential approach to such developments.

The proposal site lies within the District Centre of Lower Earley, as identified in Structure Plan policy S1. Policy S2 of the Structure Plan requires proposals to be consistent with the role of the centres in which they are situated in the hierarchy set out in policy S1. It also requires the proposal to provide enhancements to these centres, including the provision of a range of shops, improved access and parking, and the provision of housing, leisure and social facilities. There is no objection to the proposal on highway grounds. The proposal is considered to maintain and enhance the vitality and viability of the existing shopping centre. Financial contributions have been agreed to provide better pedestrian linkages. The proposal would not affect parking provision and is deemed to be in an accessible location. The scheme conforms with all the relevant criteria of Structure Plan policies S1, S2 and national guidance.

B. Impact of the development on the character of the area and on neighbouring properties.
The proposal would be located within the existing commercial area comprising several retail outlets, a garage and a pub. It would adjoin an area which is currently undeveloped, and which is allocated in the Local Plan for further commercial development. The boundary between the site and this open area comprises a 0.6 metre high post and rail fence. Some of this would be replaced by a 1.8 metre high close boarded fence. The site is therefore visible from the area to the west, and it is elevated above land to the south by some 4-5 metres. However, it would be seen against a backdrop of other commercial uses and their signage, and it would not be seen from Chalfont Way. The proposed building itself is not considered to be obtrusive as it is single storey, 4.8 metres high, and in-keeping with other buildings in that location. It is not considered that the proposal would have a detrimental impact on the character of the area.

The nearest residential properties are located some 50 metres to the south of the site boundary, in Fakenham Drive and Bradmore Way. The proposed building will be set back to the north of the site, and its impact on these properties is considered to be minimal. Although there will be an increase in the amount of traffic using the site, it is already in use as a car park, and it is not considered that the impact of the increase in traffic will cause sufficient detriment to warrant refusal on these grounds. The applicants submitted an assessment of other restaurants regarding linked trips. Interview surveys have demonstrated that the amount of newly generated trips is in the order of 30% whereby 70% of the traffic generated is associated with linked and diverted trips that are already on the highway network. It is acknowledged that during peak periods congestion already occurs on the highway network in the

vicinity of the site. However, the number of additional trips generated by the restaurant during these periods is relatively small and it is not considered there would be an adverse material impact.

While no signage or lighting is proposed as part of this application, such development could be controlled through the planning process. The Environmental Health Officer has requested that conditions are imposed on this proposal to control noise and smells from extraction equipment. The hours of opening proposed are from 7 a.m. until 11 p.m. As the pub and garage are open at this time, it is considered that 11 o'clock closing is acceptable during the week; the Environmental Health Officer recommends that the restaurant should be closed at 10.30 p.m. on Sundays and Bank Holidays. Delivery hours are proposed to be controlled through a condition limiting them to between 7 a.m. and 11 p.m. Mondays to Saturdays and at no time on Sundays or Bank Holidays.

Litter is a recognised problem at the District Centre; objections to this proposal have been received on the grounds that the existing litter problem could be exacerbated. A condition could therefore be proposed to ensure that provision is made for waste and litter control measures as part of the application. In addition, McDonalds undertake 'litter patrols' at all their sites in order to minimise this nuisance.

C. Highway Issues.

The proposal would involve a net loss of 30 car parking spaces from the site. A traffic report has been submitted as part of the application covering the level of usage of existing car parking and a safety audit covering traffic management of the car park and pedestrian safety. On the first issue of car parking, surveys were carried on Friday 17th and Saturday 18th March 2000. The surveys were undertaken at times that would coincide with both the peak of the existing supermarket and that of the proposed restaurant. On both occasions the surveys demonstrated that the car park was under utilised and that the restaurant and associated car parking could be accommodated. It also identified that the area in which the restaurant is to be located is the area least used and would therefore cause least disturbance to existing users of the car park. Concerns had also been expressed by the LPA regarding the queuing of traffic travelling through the drive-thru. However the drive-thru lane can accommodate 18 vehicles without unduly interfering with the restaurant customers or the remainder of the carpark, which should be sufficient for all but exceptional circumstances. On this basis it would be inappropriate for the Highway Authority to object to the proposed development on grounds of insufficient parking alone.

With regard to traffic management of the car park and pedestrian safety, the applicants' agent commissioned an independent safety audit which identified a number of areas that need to be addressed by way of condition. However, it did identify that pedestrians were accessing the site via the embankment from Rushey Way where currently no footway exists. The applicant has therefore agreed to offer a financial contribution of £10,000 towards improved

pedestrian facilities in the vicinity of the site. Although this is accepted in principle, the Highways Department consider an appropriate amount to be in the order of £15-20,000. This would enable the Authority to provide a staggered footway along the embankment linking Rushey Way with the site to alleviate the problem of pedestrian access.

D. Concerns of the Town Council and local residents.

i. Highway issues: these are discussed under paragraph 4C. above.
ii. Design: the proposed design is considered to be entirely in keeping with other buildings on the site. It will not be very visible from Rushey Way or Chalfont Way and is not considered to be a distraction to drivers.
iii. Impact on neighbouring properties and opening hours are addressed in paragraph 4B above.

5. **Conclusion** – The proposed development conforms with development plan policies and national guidance for retail and leisure proposals. It is not considered that the proposal would result in detriment to existing properties or to the character of the area, and it is considered to be acceptable in Highway terms.

6. **Recommendation** – GRANT planning permission subject to a S106 agreement to secure a financial contribution of £15,000 to £20,000 towards improved pedestrian facilities and to the following conditions:

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

2. Prior to the commencement of development a scheme indicating the provision to be made for people with disabilities to gain access to the building shall be submitted to and agreed in writing by the Local Planning Authority. The agreed scheme shall be implemented before the development hereby permitted is brought into use, and thereafter maintained as such.

3. No construction work of any sort shall take place other than between the hours of 0800 and 1800 Monday to Fridays and 0830 to 1330 Saturdays and no work shall take place on Sundays or Bank Holidays.

4. Prior to the commencement of development details of the proposed slab levels of the proposed building shall be submitted to and approved in writing by the Local Planning Authority. The constructed development shall not vary from the approved levels.

5. The area shown on the permitted drawings for vehicle parking, turning, loading and off-loading shall be kept available for such uses and no development, whether permitted by the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order) or not, shall be carried out on the land so shown or in such a position as to preclude vehicular access to this reserved space.

6. The area shown on the permitted drawings for vehicle parking and turning shall be kept available for such use and no development, whether permitted by the

Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order) or not, shall be carried out on the land so shown or in such a position as to preclude vehicular access to this parking space.

7. Provision shall be made to accommodate all site operatives' visitors' and construction vehicles loading, off-loading, parking and turning within the site during the construction period in accordance with details to be submitted to and agreed in writing by the Local Planning Authority.

8. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on the adjacent public highways in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

9. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include [proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc); proposed and existing functional services above and below ground (eg. drainage power, communications cables, pipelines etc indicating lines, manholes, supports etc); retained historic landscape features and proposals for restoration, where relevant].

10. Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed number/densities where appropriate; implementation and maintenance programme.

11. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons (1 November - 31 March) following the first occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the landscaping die, are removed or become dangerous, damaged or diseased shall be replaced in the next planting season with others of similar size and species.

12. Existing trees, hedgerows and shrubs identified on the approved plans for retention shall not be damaged or destroyed, nor shall they be uprooted, felled or pruned for a period of 5 years after completion of the permitted development. Any trees, shrubs or hedgerows removed or which die or become dangerous, damaged or diseased before the end of that period shall be replaced with new trees, shrubs or hedging species of such size, species and in such number and position as may be agreed in writing by the Local Planning Authority before the end of the first available planting season following their loss or removal (November - March inclusive).

13. All hard landscape works shall be carried out in accordance with the approved details. The hard landscape works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed with the Local Planning Authority.

14. Details of any lighting shall be submitted to and approved in writing by the Local Planning Authority before commencement of development. Development shall be carried out in accordance with the approved details prior to commencement of use.

15. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed in accordance with the approved details before commencement of use.

16. A landscape management plan, including long term design objectives, management responsibilities, timescales and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the building for its permitted use. The landscape management plan shall be carried out as approved.

17. Before the building operations hereby permitted are commenced, samples and details of the proposed external materials shall be submitted to and approved in writing by the Local Planning Authority and no external materials shall be used other than those approved.

18. All plant, machinery and equipment installed or operated in connection with the carrying out of this permission shall be so enclosed and/or attenuated that noise therefrom does not exceed a level of 5dB(A) below the existing background level (or 10 dB(A) below if there is a particular tonal quality) when measured according to BS4142 1997, at a point 1m to the nearest noise sensitive property, at any time.

19. All ventilation of smoke, steam and cooking fumes to the atmosphere shall at all times be filtered to avoid nuisance from smell, grease or smoke to persons in neighbouring or nearby properties. Details of the nature and location of such ventilation and filtration equipment shall be submitted to and agreed in writing by the Local Planning Authority before the installation and shall be installed before the use hereby approved commences and shall thereafter be maintained. (Details to include outlet height, which in general should be at least 1m above ridge height of the nearest building.)

20. The premises shall not remain open for serving of customers after 23.00 hours Monday to Saturday, and 22.30 hours Sundays, bank holidays or other public holidays. The premises shall not open for the serving of customers until 07.00 Mondays to Sundays, inclusive of Bank Holidays.

21. No deliveries shall be accepted at the premises other than between the hours of 07.00 hours and 23.00 hours Monday to Saturday and at no time on Sundays or bank or other public holidays.

22. Details for the storage of waste on the premises and litter control measures shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development and thereafter be retained for the duration of the development hereby approved.

23. Prior to the development commencing, detailed plans shall be submitted to and approved by the Local Planning Authority showing proposed internal traffic management/calming measures. Details should include the recommendations set out in the applicant's safety audit. The development shall not be occupied until the car park has been laid out in accordance with the approved details.

24. Details of cycle parking provision shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development. The racks shall be in place prior to commencement of use and shall be permanently retained.

Reasons

1. In pursuance of Section 91(1) of the Town and Country Planning Act 1990.
2. To ensure appropriate access for the public.
3. 14.18.19.20.21. In the interests of residential amenity.
4. In the interests of the character and amenities of the locality.
5. Development without adequate provision for the accommodation for the parking of vehicles and for loading and off-loading would lead to those activities being inconvenient to other road users and detrimental to highway safety.
6. 23. In the interests of highway safety.
7. 8. In the interests of highway safety and convenience.
9. 10. 11. 15. 16. To enable the development to assimilate into its surroundings.
12. In the interests of the future health and amenity value of the trees.
13. 17. To ensure a satisfactory external appearance.
22. In the interest of the appearance of the site.
24. To encourage the use of alternative forms of transport.

Lynette Baker

FROM: Lynette Baker

DATE: 26 May 2000

EARLEY TOWN CONSULTATION SHEET

Application Number: F/2000/1503

Proposal: Proposed erection of A3 drive through restaurant (Duplicate Application).

Site Address: Land Adjoining Kwiksave, The Square, Chalfont Way, Earley, Reading.

Applicant: McDonalds Restaurants C/O Hepher Dixon (C Potts).

Your observations are required in respect of this application **by 19/06/2000** .

Members of the Town Council's Planning Committee, and local Ward Councillors are extremely concerned about this application. It is considered that the access road to the site has not been designed to cope with the increase in volume of traffic likely as a result of this proposal. Furthermore, the increase in traf loading as a result of the expansion of The Culpeper would suggest that to satisfactorily accommodate a additional traffic, a full width road would be required. There is concern also that the increased vehicle flow which would be generated by this facility would further increase the poor air pollution levels suffered in the Earley area.

It is the Town Council's understanding that the existing buildings in Chalfont Square were constructed to a specific 'design theme', and it would appear that this latest proposal would be completely out of keeping with established buildings already on the site. Furthermore, because of its location, it was felt that it could be a visual distraction to drivers in Rushey Way.

It was also felt that the proposal was unneighbourly to nearby residential properties, and particularly as this is an exposed and windy site, there will be an increase in non-biodegradable litter in the area.

Concern was also expressed at the opening hours proposed, particularly as the proposed opening time is well in advance of the start of the school day and the closing time is later than that of many of the local public houses.

For these reasons, therefore, it is requested that this application is refused. However, if the Planning Offi is mindful to allow these proposals, it is requested that the opening hours be limited to 9.00 a.m. to 10.00 p.m., that no illuminated signage should be allowed, that litterpickers are employed at the expense of the applicants, to operate in a quarter of a mile radius of the site, including a local open spaces, and that cycle racks be provided at the site.

The Town Council is in receipt of a number of letters of objection to this proposal

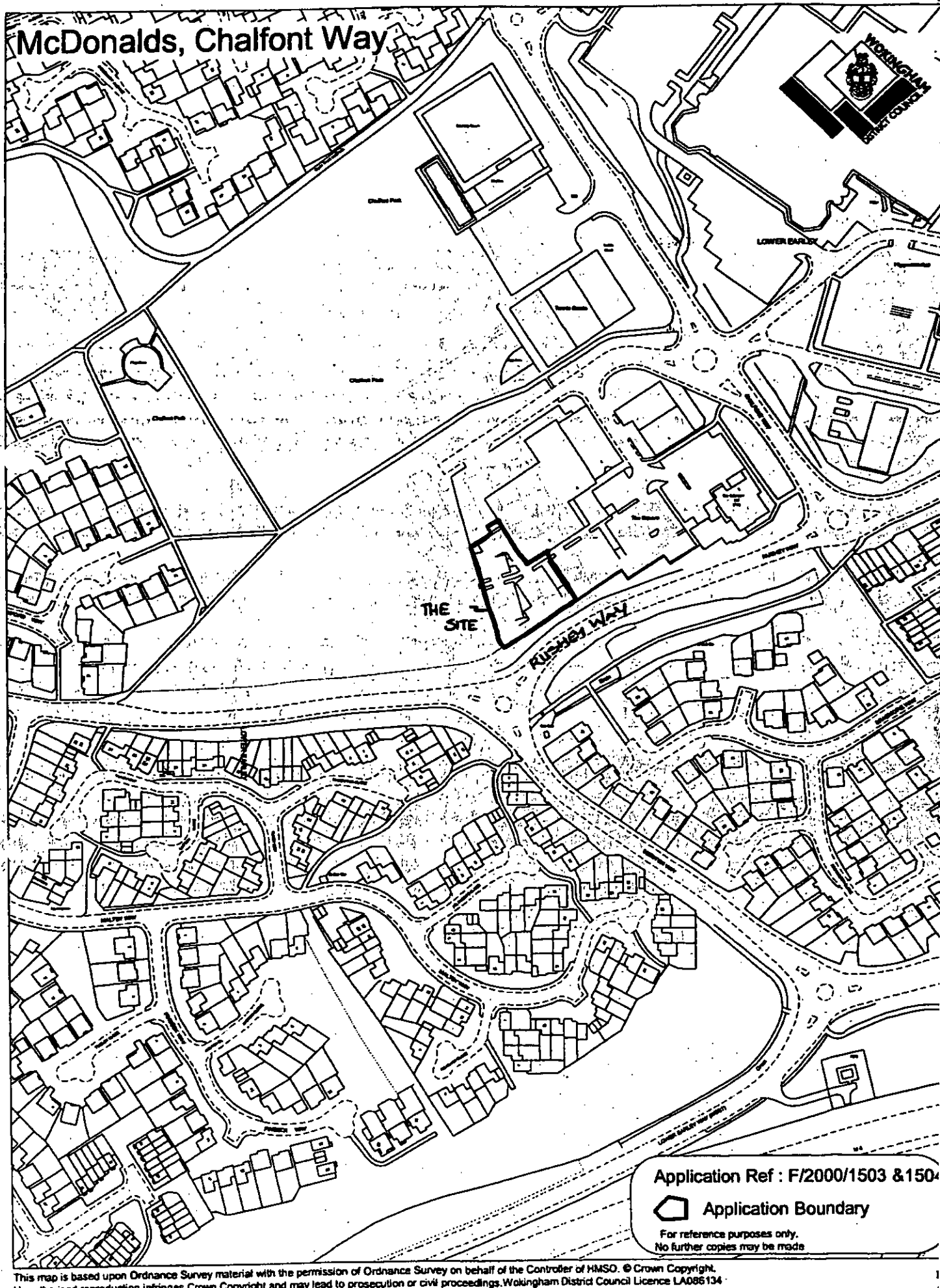
SIGNED: _____ 22 JUN 2000

Clerk To Earley Parish/Town Council.

CC

COPIES TO: ACK: DATE: FILE:

McDonalds, Chalfont Way



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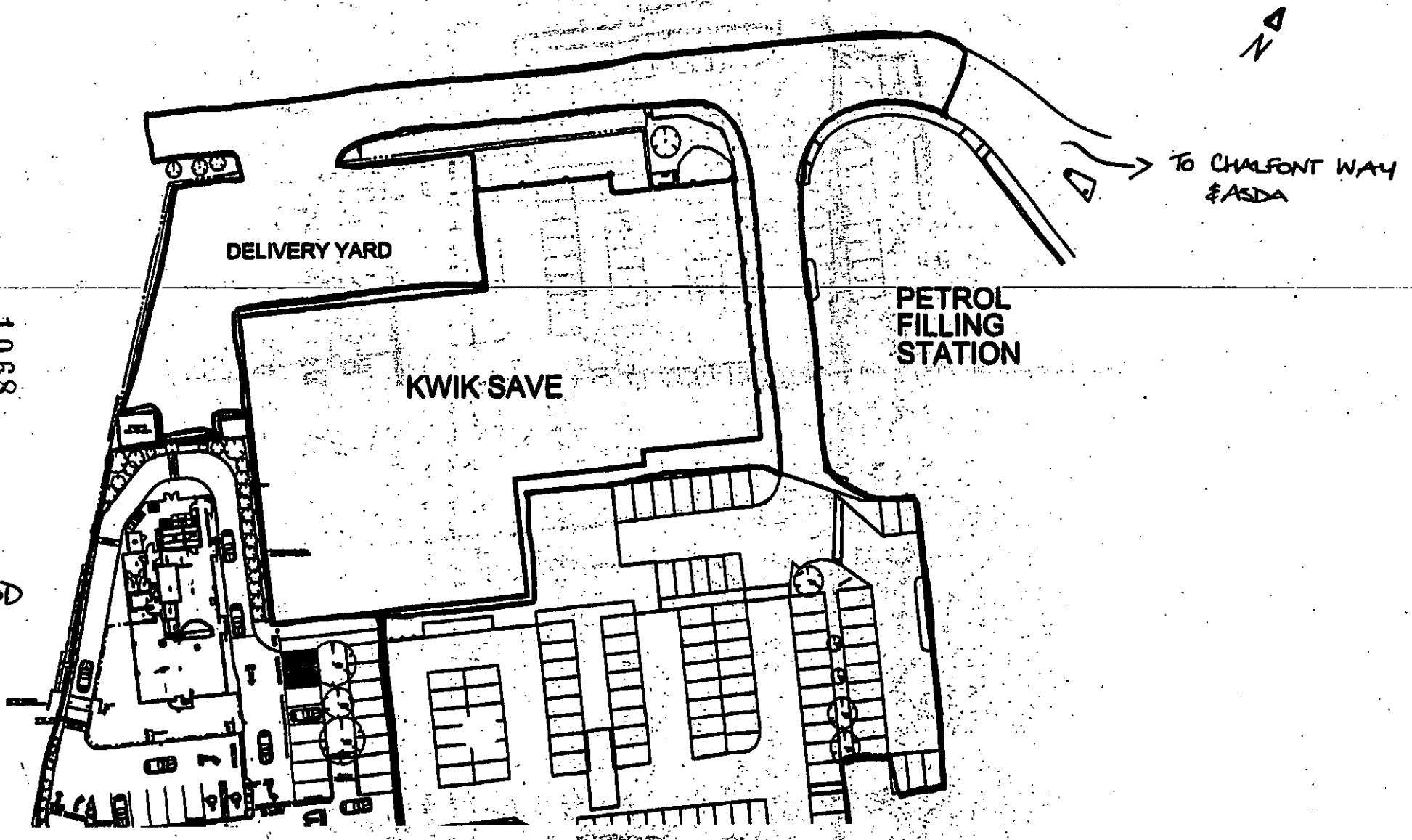
Development Control Section, Environmental Services, Wokingham District Council.

9 August 2000

Scale: 1 : 2500

Notes:

1. All boundaries, dimensions and levels are to be checked on site before construction and any discrepancies are to be reported to the Architect.
2. Partial Service: Any discrepancies with site or other information is to be advised to the Architect and direction or approval is to be sought before the implementation of the detail.
3. Block and site plans are reproduced under licence from the Ordnance Survey.
4. Do not scale this drawing.
5. For the purpose of coordination, all relevant parties must check this information prior to implementation and report any discrepancies to the Architect.



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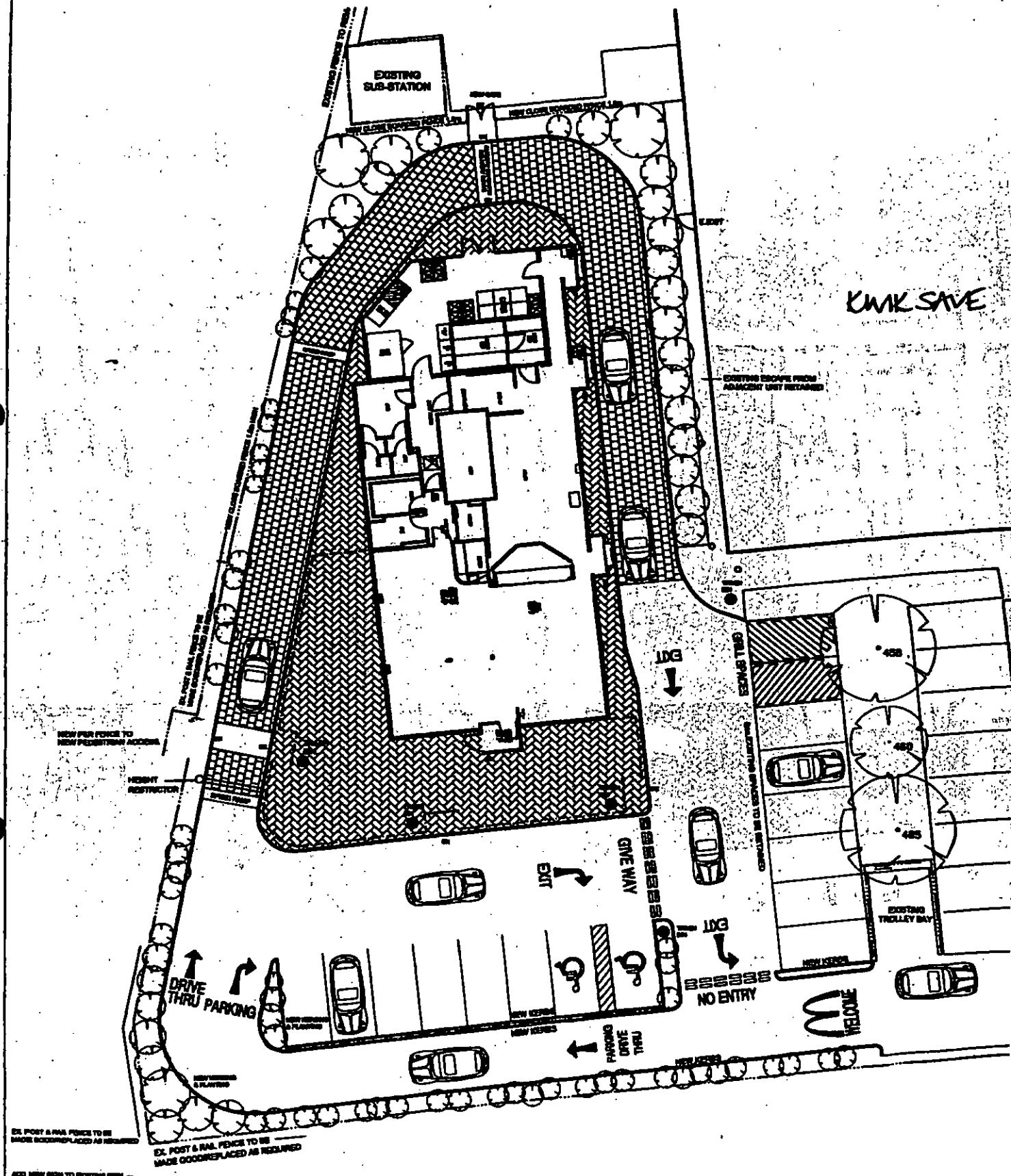
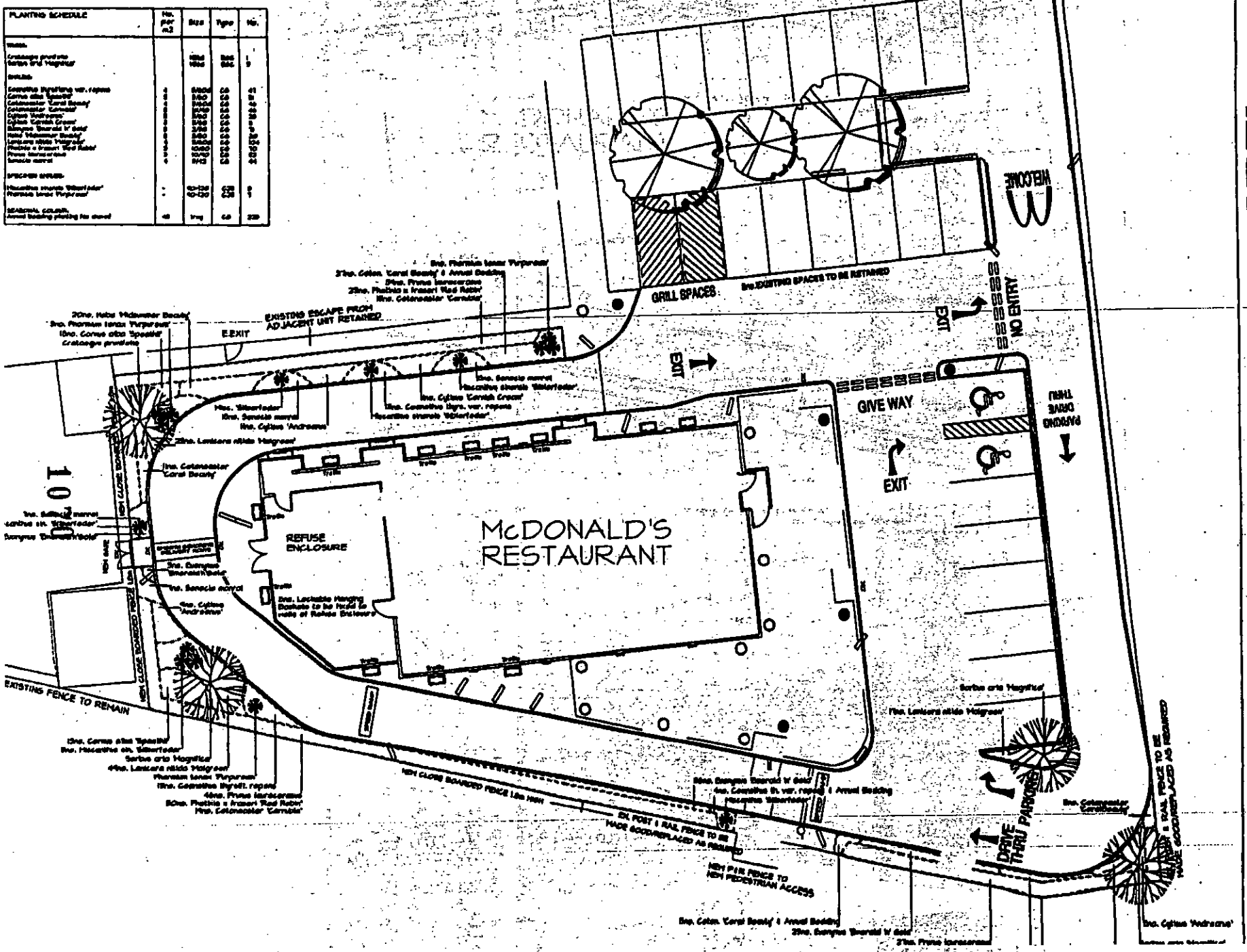


SITE LAYOUT 1:200

PLANTING SCHEDULE	No. per m2	Size	Type	No.
TREES:				
Crataegus prunifolia		[illegible]	[illegible]	1
Sorbus aria 'Magnifica'		[illegible]	[illegible]	9
SHRUBS:				
Cotoneaster 'Hybridus var. repens'	4	[illegible]	CG	41
Cornus alba 'Spaethii'	3	[illegible]	CG	[illegible]
Cotoneaster 'Coral Beauty'	4	[illegible]	CG	46
Cotoneaster 'Cornubia'	3	[illegible]	CG	46
Cytisus 'Andreanus'	3	[illegible]	CG	[illegible]
Cytisus 'Cornish Cream'	3	[illegible]	CG	[illegible]
Euonymus 'Emerald N' Gold'	3	[illegible]	CG	[illegible]
Hebe 'Midsummer Beauty'	3	[illegible]	CG	[illegible]
Lonicera nitida 'Maigreen'	4	[illegible]	CG	104
Photinia x fraseri 'Red Robin'	3	10/80	CG	70
Prunus laurocerasus	3	10/40	CG	[illegible]
Sonacia marrei	4	[illegible]	CG	44
SPECIMEN SHRUBS:				
Miscanthus sinensis 'Silberfeder'	-	40-120	[illegible]	[illegible]
Pharmium tenax 'Purpureum'	-	40-120	[illegible]	[illegible]
SEASONAL COLOUR:				
Annual bedding planting No. shown	48	[illegible]	CG	[illegible]



McDonald's

NOTES:

Proposed Tree Planting

Proposed Shrub Planting

Proposed Climber

Proposed Specimen Shrub

Pre-planted Silt Tubes trough & Half-Barrel Tubs

MCI Triply Designated Planter to be supplied & fixed by Loop Contractor

Stunting tree

CONSTRUCTION CONTRACTORS NOTE:

Construction Contractor is to ensure the following:

All concrete foundation to turbo/paving/roads is to be kept to a minimum.
All hard palmed sub-soil structure is to be ripped for drainage purposes prior to top-soiling.
All rubbish and construction debris 150mm in any direction to be removed.

FORMATION LEVELS PRIOR TO TOPSOILING:

a.TURF AREAS:
100mm below adjoining kerbs to allow for 150mm minimum of topsoil from back edge of top of kerb.

b.SHRUB AREAS:
[illegible] below adjoining kerbs to allow for [illegible] minimum of topsoil from back edge of top of kerb.

c.TREE PLANTING:
Tree pits to be a minimum of [illegible] in positions shown on drawings and backfilled with clean topsoil.

For main architectural drawing details refer:

Lewis & Hockey

Rowlandson House
289-293 Ballards Lane
Finchley N12 8NF

tel 020 8343 8222
fax 020 8343 8288
e-mail [illegible]

client: McDonald's Restaurants Ltd

title: Lower Bailey Drive Thru'

scale: 1:100 drawn by: [illegible]

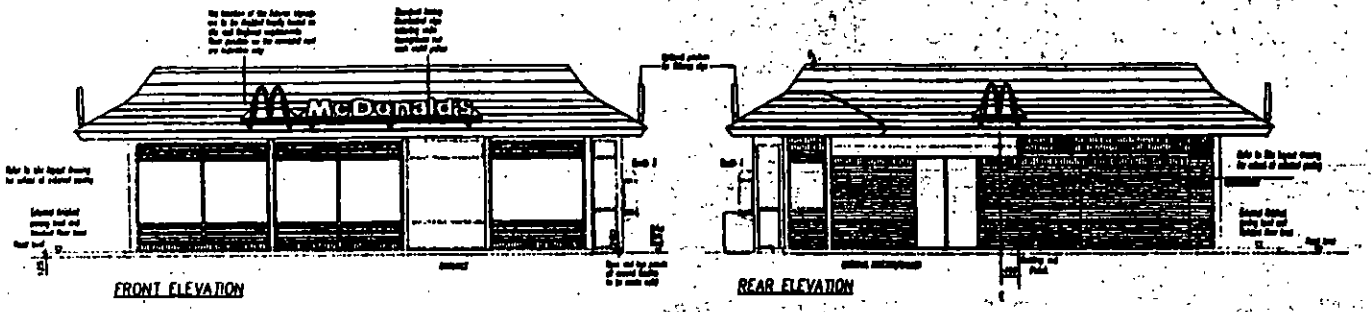
date: [illegible]

drawing no.: [illegible] revision: [illegible]

ADDITIONAL PLAN

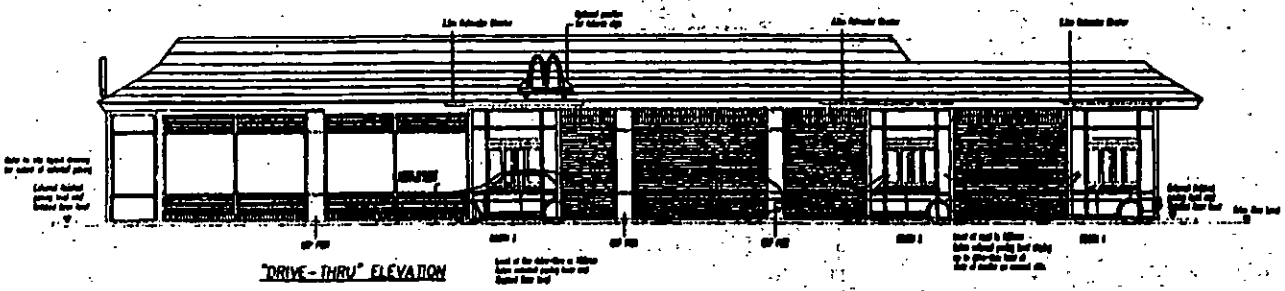
1584 J

1. All boundaries, dimensions and levels are to be checked on site before construction and any discrepancies are to be reported to the Architect.
2. Partial Service. Any discrepancies with site or other information is to be advised to the Architect and direction or approval is to be sought before the implementation of the detail.
3. Stock and site plans are reproduced under licence from the Ordnance Survey.
4. Do not scale this drawing.
5. For the purpose of coordination, all relevant parties must check this information prior to implementation and report any discrepancies to the Architect.

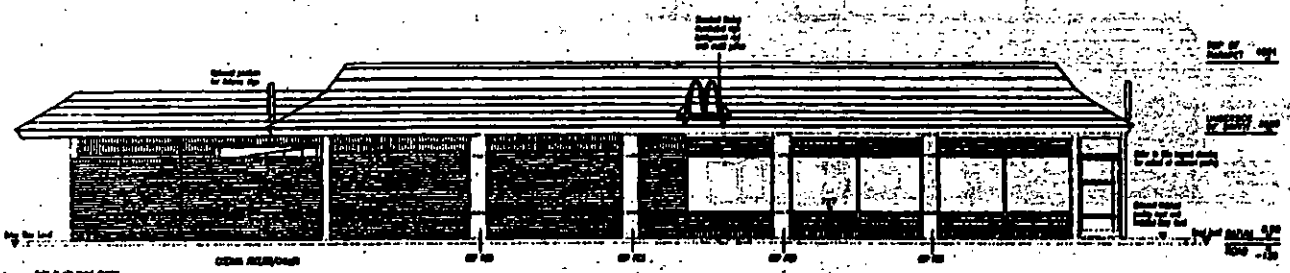


FRONT ELEVATION

REAR ELEVATION



"DRIVE-THRU" ELEVATION



SIDE ELEVATION

1071

22 MAY 2000 1503

Rev. No. | Date | Revision | Drawn by | Checked

Client

McDonald's RESTAURANT

Project

LOWER EARLEY CHALFONT WAY

Drawing

PROPOSED ELEVATIONS

17 Bernard Square
London
NW1 6QB
UK
tel 0171 724 1841
fax 0171 724 2282

18 Farnham Road
Guildford, Surrey
GU1 4XA
UK
tel 01483 882908
fax 01483 884522

1 St Bernards Row
Edinburgh
EH4 1HW
UK
tel 0131 343 6222
fax 0131 332 7332

84 Fitzwilliam Square
Dublin 2
Ireland
tel +353(0) 1 662 4283
fax +353(0) 1 662 4264

Lewis & Hickey

Scale | Date | Drawn by | Checked by

DEVELOPMENT CONTROL/BUILDING CONTROL CHECKLIST

CHECKLIST WHEN A BUILDING REGULATION APPLICATION HAS BEEN RECEIVED.

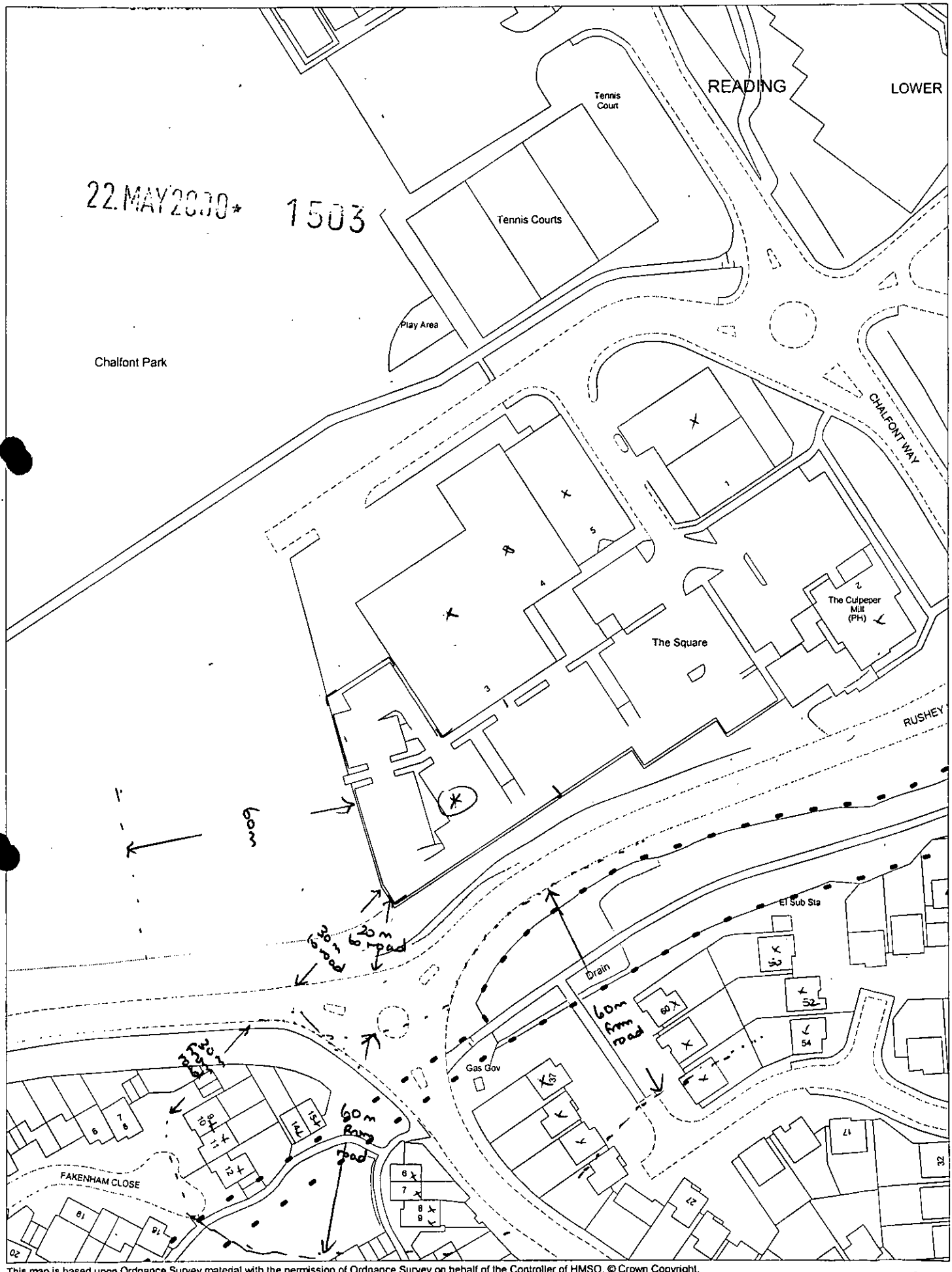
SITE DETAILS	duplicate	CASE OFFICER
PLANNING APPLICATION NUMBER	1503 + 1504	LEB
BUILDING CONTROL NUMBER.	FP2000/0695	Alan
~~APPLICANT~~/AGENT	Lewis + Hickey Architects	
ADDRESS OF SITE	Chalfont Square. Lower Earley	
DESCRIPTION OF PROPOSED WORK	new drive thru McDonalds restaurant + associated car parking	

DRAWING NUMBERS	BC	DC
BLOCK PLAN	4786/1/1 + MD2002/8700	4786/1/1 + 20-015-01
ELEVATIONS	4786/3	4786/3
FLOOR PLANS	4786/9.	

CHECKLIST	1ST CHECK	2ND CHECK
PERMITTED DEVELOPMENT		
APPLIC. NECESSARY-NOT RECEIVED		
APPLIC.RECEIVED & APPROVED		
APPLIC.RECEIVED-NO DECISION Await Legal Agreement		
APPLIC.REFUSED		
DIFFERENCES BETWEEN DC/BC DRAWINGS		
IF YES, WHAT ARE THE DIFFERENCES ?		
DATE	19/12/00.	

PROBLEMS	REQUESTED	RECEIVED	REMINDER
PLANNING PERMISSION NEEDED			
REVISED PLANS NEEDED			
PLANNING APPLIC.REFUSED			
WAIT FOR PLANNING DECISION			

COMMENCED ON SITE	
NO PLANNING DECISION	
NO PLANNING APPLICATION	



22.MAY2000* 1503

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Development Control Section, Environmental Services, Wokingham District Council.
9 May 2000 Scale: 1 : 1250

WOKINGHAM UNITARY
Aiming for Excellence

Applicationo	Name & Addr ss	
F/2000/1503	J Dhalay 56 Bradmore Way Lower Earley RG6 4DS	
F/2000/1503	Mr D Parrett 14 Fakenham Close Lower Earley RG6 4AB	
F/2000/1503		Cllr Anne Bassett 132 Hilmanton Earley Berks RG6 4HJ
Application Approved		Letters sent 12.08.02

MINUTES OF A MEETING OF THE DEVELOPMENT CONTROL COMMITTEE HELD ON WEDNESDAY 27 SEPTEMBER 2000 FROM 7.00 PM TO 9.45PM

Present: Mr. KA Malvern (Chairman), Mrs. JA Lissaman (Vice-Chairman), Mrs. DC Beatty Mr. MJ Bryant, Mr. SR Conway, Mr. TP Dredge, Mr. JL Earnshaw, Mr. RFN Eke, Fiona Rolls, Mr. BJS Patman, and Mrs. M Robertson.

Also present under Standing Order 39: Mr. FD Browne, Mr. G Cowan and Mrs. ANMC Drake.

119. ORDER OF BUSINESS

With the agreement of the Committee, the order of business was varied so that those applications where members of the public had indicated a wish to speak could be dealt with first.

120. MINUTES

Subject to the following amendments, the Minutes of the meeting of the Committee held on 6th September 2000 were confirmed as a correct record and signed by the Chairman.

Amendments are shown in Italics.

Minute 95

Amend resolution as follows:

RESOLVED: That the Director of Environmental Services formulate a strong objection to the proposal for submission to the Secretary of State, taking into account the comments to be made by Members and having consulted *the Chairman of the Development Control Committee*, Chairman of the Environmental Services Committee and respective opposition spokesmen.

Minute 98

Amend resolution 3 as follows:

Substitute the word "before" with "*outside*" in the third line.

Add a new 4):-

4) *That in respect of Application No. 2000/1444, had the appeal against non-determination not been submitted to the Planning Inspectorate, the application would have been approved subject to completion of a legal Agreement as set out in para (4F) Agenda page 780 and to the conditions set out on Agenda page 783 to 784.*

Minute 99

Amend paragraph 2 as follows:
In explaining the report, the Head of Planning and Transportation informed Members that five additional letters of objection had been received and that the first sentence of page 806 of the Agenda should read "increases of 428 sqm B1 use and 189 B*8* use are proposed which is 618 sqm in total."

121. APOLOGIES FOR ABSENCE

An apology for absence was received from Mrs. MA Long.

123. APPLICATIONS NOD. 2000/1503 & 2000/1504, PROPOSED ERECTION OF A3 RESTAURANT AND DRIVE THROUGH, LAND ADJOINING KWIKSAVE THE SQUARE CHALFONT WAY EARLEY, FOR MCDONALDS RESTAURANTS.

The Committee considered a report on these applications set out on Agenda pages 1058 to 1071.

Members were reminded that consideration of these applications had been deferred at the Committee meeting held on 6 September 2000, to allow Members to carry out a site visit.

In explaining the report, the Head of Planning and Transportation reported additional information about the current usage of parking facilities.

Mr. Watson, (For McDonalds Restaurants) attended the meeting and spoke in support of the application.

RESOLVED: 1) That an Agreement be entered into under Section 106 of the Town and Country Planning Act and other statutory powers securing a financial contribution of £20,000 towards general

highway improvements, with particular reference to pedestrian facilities.

2) That, subject to the execution and registration of the Agreement referred to in 1) above, Applications Nod: 2000/1503 & 2000/1504 be approved subject to the conditions set out on Agenda pages 1062 to 1065;

3) That local Members be consulted about any landscaping schemes;

4) That an informative be added requesting McDonalds Restaurants to ensure adequate arrangements are made for litter collection at the site;

5) That the attention of the Building Control Department be drawn to concerns about the strength of embankments at the site.

(Note: Fiona Rolls asked that she be recorded as voting against 1) and 2) above.

Application No.
F/2000/1503 & F/2000/1504

Received
22.05.00

Earley

Applicant : **McDonalds Restaurants**
Location : **Land adjoining Kwiksave, The Square, Chalfont Way, Earley**
Proposal : **Erection of A3 restaurant and drive-through.**

1. This application was deferred at Development Control Committee on 6 September 2000 for a site visit, to assess the impact of the proposal upon the local highway network. Any comments received as a result of the site visit will be reported verbally at Committee on 27 September 2000.

6. **Recommendation** – GRANT planning permission, subject to conditions laid down in the attached report.

Date: 13 July 2000

To: Case Officer

We have received Additional Plans for the following planning application:

Application Number: F/2000/1504

Location: Land Adjoining Kwiksave, The Square, Chalfont Way, Earley, Reading.

Proposal: Proposed erection of A3 drive through restauarant (Duplicate Application)

Applicant: McDonalds Restaurants C/O Hepher Dixon (C Potts).

Case Officer: Lynette Baker

The new plans show the following: Proposed landscaping. Drawing no 20-015-01.

Comments are required by 27/07/2000.

Should you have any queries regarding this application please contact the case officer Lynette Baker on (0118) 974 6447.

(RING ONE)

REVISED PLANS | ADDITIONAL PLANS | MINOR AMENDMENTS | ADDITIONAL / REVISED PLANS TO COMPLY WITH CONDITIONS

App No. 2000/1304 (Planaps) / (Ludhouse) Date Rec. 21:06:00

Location: Land adjoining Kwik Save, The Square, Lower Earley

Parish Earley

Applicant: McDonald's

Description of attached plans Proposed landscaping

Drawing No's: 20-015-01

CONSULTEES

Copies of plans will automatically be sent to Woodley Library, Part 1 Reg., Parish Council, Ward Councillors and the Case Officer unless specified.

Please tick which of the following you wish consulted.

OTHERS:

Drawing No's

1. NK (Landscape & Trees) ✓
2. NK (Env. Design)
3. XA (Highways)
4. NF (Building Control)
5. BC/DC Liaison

A full set of plans will be sent to all consultees unless particular drawing No's are specified in the spaces above.

NEIGHBOURS:

Date for Responses 14 DAYS

FURTHER ACTION

Re-advertise App. Y / N (Delete as required)

Redate Application Y / N From

New Site Notice Y / N

New Description

CASE OFFICER UB

Consultations Sent by Admin. on 13.07.00

Yellow - Part One Copy
Green - Officer's Copy

HEPHER DIXON
TOWN PLANNING CONSULTANTS

PLANNING SERVICES
POL | LS
DC | ENF
APP |
CS | 30828
21 JUN 2000
COPIES TO: | ACK:
FILE:

PLEASE REPLY TO LONDON

ADDITIONAL PLAN

Ms L Baker
Planning Officer
Wokingham District Council
Civic Offices
Shute End
Wokingham RG40 1BN

CP/lg/343/L4554L
16th June 2000

1504 1

Dear Ms Baker

Proposed McDonald's Restaurant, Lower Earley

Further to our recent discussions, I attach five copies of the proposed landscaping (Drawing No. 20-015-01).

Following our conversation, I confirm that McDonald's have written direct to Councillor Rolls. In the meantime, we have now received a copy of the letter from Councillor Bassett and McDonald's will be responding accordingly to the points raised.

The restaurant is in a District Centre, close to a public house, therefore it is appropriate in locational terms. The opportunities for linked trips to these and other nearby facilities are obviously substantial and indeed reduce the journey length to other McDonald's restaurants in the general area.

McDonald's are very aware that they need to be a 'good neighbour' and considered that some of the measures may address some of the identified problems by the Councillors. For example, McDonald's site management is extremely strict and the imposition of CCTV ensures that their property is well managed and discourages, (rather than encourages as alleged) youths who may behave unsociably. McDonald's have an excellent track record for working with local police forces to deal with any disturbances which may arise.

(Contd.

100 Temple Chambers
Temple Avenue
London
EC4Y 0HP
Tel - 0171 353 0202
Fax- 0171 353 1818

62 High Street
Stony Stratford
Milton Keynes
MK11 1AQ
Tel - 01908 562 800
Fax- 01908 560 161

Temple Court
Cathedral Road
Cardiff
CF1 1HA
Tel - 01222 786 623
Fax- 01222 786 663

Directors
Roger A Hepher BA MTP FRICS MRTPI
Peter G B Dixon MA ARICS MIHT
Christopher Potts BA (Hons) MRTPI
Duncan N Parr BA DUPI DipTP FRGS MRTPI
E-mail - townplanning@hepherdixon.co.uk
Hepher Dixon Ltd. Registered in England No. 3701328

Contd.)

In our previous discussions you indicated that the signage would be treated 'indicatively' and I attach several copies of the proposal to add McDonald's logo to the existing estate sign at the entrance to the District Centre. This is a clear attempt to integrate the McDonald's signage into the overall concept. The signage on the restaurant building itself would comprise of McDonald's individual letters at roof level, given the position of the building and the height of those surrounding, these would be seen against the backdrop of the commercial centre in any event. I do not consider that the 'illumination' of the signs would appear garish given the street lighting and car park lighting in the area in any event. Indeed, the McDonald's signs would be seen within the 'general wash of illumination'.

As previously mentioned, McDonald's are keen that a proposal be presented to Committee in July and we will therefore endeavour to ensure that you are in receipt of all outstanding information and consultation responses by the beginning of that month. I am on leave until 3rd July but please do not hesitate to contact my colleague, Sally Haynes, in my absence.

Yours sincerely

Christopher Potts
Director

Enc

x 5

Drawing No. 20-015-01 – Landscaping Proposals

x 4

Drawing No. 4786 – Proposed Site Signage Alterations

CC A Watson Esq, McDonald's
Ms S Haynes, HDL

Highway Engineering Ltd

ADL Highway Engineering Limited
ADL House
The Oaklands Business Park
Armstrong Way
Yate
Bristol
BS37 5NA

Tel: 01454 332100
Fax: 01454 327983
Email: ADLTRAFFIC@compuserve.com

Our Ref:ADL/LER/357

10 May 2000

Head of Planning and Transportation
Wokingham District Council
Civic Office
Shute End
Wokingham
RG40 1BN

PLANNING T 29234
POL LEB
DC
APP
CS
11 MAY 2000
COPIES TO: ACK:
FILE:

Dear Sirs

Re: Proposed McDonald's Restaurant
Chalfont Way, Lower Earley

Please find enclosed four copies of the traffic report in support of the above application.

If you require any further information please do not hesitate to contact me.

Yours sincerely
For **ADL TRAFFIC ENGINEERING LIMITED**

LORNA RANDALL
DIRECTOR

c.c. A Watson Esq - McDonald's Restaurants Ltd
C Potts Esq - Hepher Dixon Partnership

22.MAY2000* 1503



Traffic Engineering Ltd

ADL Traffic Engineering Limited
ADL House
The Oaklands Business Park
Armstrong Way
Yate
Bristol
BS37 5NA

Tel: 01454 332100
Fax: 01454 327983
Email: ADLTRAFFIC@compuserve.com

PROPOSED FREESTANDING RESTAURANT WITH DRIVE THRU FACILITIES ON LOWER EARLEY, READING

TRAFFIC GENERATION AND PARKING ASSESSMENT FOR MCDONALD'S RESTAURANT LTD

McDonald's Restaurants Limited
11-59 High Road
East Finchley
LONDON
N2 8AW

ADL/LER/357/10A
May 2000

Directors A. J. Mendelsohn MSc, BSc(Hons), MIHT, MCIT, L. E. Randall MCIT, MIHT, Dip.TE
Registered at the above address in England number 3121125 VAT Registration No. 674 4017 36

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APPENDICES

APPENDIX 1.0 **SITE LOCATION**

APPENDIX 2.0 **SITE AND SURROUNDING AREA**

APPENDIX 3.0 **PARKING SURVEYS**

APPENDIX 4.0 **ARCHITECT'S SITE LAYOUT**

APPENDIX 5.0 **TRACK ANALYSIS**

APPENDIX 6.0 **McDONALD's SURVEYS**

6.1 Eastbourne Restaurant Location and Layout
6.2 Crawley Restaurant Location and Layout
6.3 Interview Sheet

1.0 INTRODUCTION

1.1 Background

1.1.1 ADL Traffic Engineering Ltd was appointed by McDonald's Restaurants Ltd to providing information on the impact of the proposed freestanding restaurant with drive thru' facilities on retail park at Lower Earley.

1.1.2 The issues which are addressed in the report are as follows:-

- Servicing/Deliveries.
- Traffic generation trip purpose based on surveyed information at similar restaurants at Eastbourne and Crawley.
- Adequate parking provision.
- PPG 13 / Sustainability.

1.2 Scope

1.2.1 Chapter 2 provides details of the site and surrounding area and traffic data collected.

1.2.2 Chapter 3 describes the development proposals including the proposed site layout, the entrance and exit arrangements pedestrian access, operation of the drive thru' lane and delivery details.

1.2.3 The traffic generation anticipated at the site is outlined in Chapter 4. This chapter also presents data on interview surveys commissioned by McDonald's to obtain specific data related to trip type at similar McDonald's restaurants.

1.2.4 Chapter 5 considers the on-site issues in terms of parking provision.

1.2.5 Chapter 6 considers the development proposal in terms of PPG 13 and PPG 13 (draft) and sustainability issues with reference to recent relevant public inquiry decisions.

1.2.6 The conclusions of the report are presented in Chapter 7

2.0 SITE LOCATION AND TRAFFIC DATA

2.1 Site Location and Surrounding Area

2.1.1 The site is located within an existing retail park in Lower Earley. The retail park comprises a Kwiksave, petrol filling station, public house/restaurant and two other retail units.

2.1.2 The retail park is located to the north of Rushey Way and to the west of Chalfont Way.

2.1.3 The retail park is accessed via a roundabout on Chalford Way.

2.1.4 The site location is shown in Appendix 1.0 and the site and surrounding area in Appendix 2.0.

2.2 Parking Survey Data

2.3.1 ADL commissioned Paul Castle Consulting to undertake a survey of the existing use of the car park. These surveys were undertaken between 11.00 - 20.00 hours on Friday, 17th March and Saturday, 18 March 2000.

2.3.2 The results of these surveys are presented in Appendix 3.0.

2.3.3 The results demonstrate that there are a total of 185 spaces in the car park. 45 of these are in Zone E and serve the public house/restaurant. Therefore, 140 spaces are available for shoppers.

2.3.4 The results demonstrate that on the days of the survey in Zone A (where the proposed restaurant would be located) only a maximum of 8 spaces were occupied out of the 54 available.

2.3.5 The maximum accumulation (ie includes vehicles searching for spaces) was 96 vehicles at 15.00 - 15.15 hours on Saturday. Hence, a minimum of 44 spaces were available.

2.3 Public Transport

2.3.1 There are three bus services in total that serve the site on Monday to Saturday. These services provide 2 buses per hour in each direction. Details of these bus services are summarised in Table 2A.

Table 2A Bus Service Details

Service	From	To	Daytime Hourly Average
10	Calcot	Lower Earley	<1
12	Caversham	Lower Earley	2
13	Buckland Road	Lower Earley	<1

2.3.2 The site is served by one service on Sunday which provides one bus per hour in each direction.

3.0 DEVELOPMENT PROPOSAL

3.1 McDonald's Restaurant

3.1.1 The proposed development comprises of a restaurant of approximately 300m^2 gfa. The restaurant would have a drive thru' facility. The building is to be located on the car park at the Chalfont Way Retail Park in Lower Earley.

3.1.2 The proposed restaurant layout is shown in Appendix 4.0. The development would include 24 parking spaces allocated for the restaurant inclusive of 2 grille bays and 2 car parking spaces for disabled users.

3.1.3 The layout provides 4 cycle stands.

3.1.4 The restaurant would occupy an area which currently provides 54 parking spaces. However, 16 of these spaces would be replaced giving a net reduction of 38 spaces.

3.2 Drive Thru' Lane Operation

3.2.1 The drive thru' provides a facility for customers who wish to collect a takeaway meal without needing to park on the site.

3.2.2 This facility enables the area required for parking and hence land taken to be minimised.

3.2.3 The driver visits the first booth, orders their meal and pays for it. They then move to the last booth to collect their meal. While the order is being taken it is displayed on a television monitor in the servery where cooked meals are stored and drinks are prepared. This enables a member of staff to collect together an order while their colleague is completing the transaction.

3.2.4 McDonald's seek to provide the completed order to customers within 90 seconds of the display appearing on the monitor.

3.2.5 In certain circumstances where a larger or special order is placed, the driver will be asked to park in the grille bay, where a member of staff will take the order when it is ready.

3.2.6 A small percentage (usually about 15%) of drive thru' customers would park on the site to eat their meal.

3.2.7 If the drive thru' facilities are particularly busy, a second order booth is opened to speed up the order processing. This effectively allows two cars can be dealt with in tandem as two members of staff are assigned to collect together the drive thru' orders.

3.3 Delivery Details and Servicing Arrangements

3.3.1 McDonald's restaurants receive three deliveries per week from the sole supplies Golden West Foods. Each delivery includes frozen products and bread buns. Chilled products and dry goods are included in the deliveries when required.

3.3.2 The goods are delivered by articulated lorry, between 13.5m to 16.5m in length. This is parked for between 30 minutes and one hour. The duration of stay depends upon the range of products to be delivered.

3.3.3 The deliveries are scheduled to arrive at non-peak trading periods. When a delivery occurs restaurant staff have to help unload the delivery cages and store the foods. Restaurants do not receive deliveries between 12.00 - 14.00 hours as restaurant staff are busy preparing meals and serving customers.

3.3.4 TRACK analysis is presented in Appendix 5.0. This demonstrates that the 16.5 delivery vehicle can enter, circulate and exit the site.

4.0 TRAFFIC GENERATION

4.1 McDonald's Peak Trading Days

4.1.1 The peak trading days for a McDonald's restaurants are Friday and Saturday. Table 4A provides a typical weekly trading profile for a McDonald's restaurant.

Table 4A McDonald's Weekly Trading Pattern

Day	Average
Monday	11%
Tuesday	11%
Wednesday	12%
Thursday	13%
Friday	17%
Saturday	20%
Sunday	16%

4.1.2 This demonstrates that Saturday is the peak trading day, followed by Friday. This analysis uses the traffic generation from Friday and Saturday to provide a robust analysis.

4.2 McDonald's Transaction Information

4.2.1 To estimate trips generated by the proposal, ADL Traffic Engineering has utilised the transaction data obtained from comparable McDonald's Restaurants in Eastbourne and Crawley. Details of the location of these restaurants are shown in Appendices 6.1 and 6.2 respectively.

4.2.2 McDonald's Restaurants have provided the transaction details for these restaurants for Friday 12th November and Saturday 13th November 1999.

4.2.3 Each of the restaurants have different levels of trade, primarily dependent upon their location relative to the surrounding area and volume of traffic passing the site on the adjacent road network.

4.2.4 The total number of transactions during the Friday and Saturday peak hours are shown in Table 4B. Due to the location of these sites, transactions are used as a proxy for vehicles visiting the site. It is an over-estimate because some in-store transactions maybe by customers who have walked or come by public transport to the retail parks.

Table 4B McDonald's Restaurants Eastbourne & Crawley Transaction Data

Time	Friday		Time	Saturday	
	Eastbourne	Crawley		Eastbourne	Crawley
15.00 - 16.00	79	79	11.00 - 12.00	100	82
16.00 - 17.00	116	90	12.00 - 13.00	167	178
17.00 - 18.00	155	123	13.00 - 14.00	149	207
18.00 - 19.00	150	153	14.00 - 15.00	164	157
19.00 - 20.00	107	141	15.00 - 16.00	111	87

4.2.5 The transactions for the proposed restaurant at Lower Earley has been estimated by factoring the transaction figures in Table 4B to represent the expected turnover for the proposed restaurant. The factors used are as follows:-

- Eastbourne x 0.68
- Crawley x 0.65

4.2.6 This has been done because the turnover at this site is expected to be lower than those occurring at Eastbourne and Crawley. The expected turnover is estimated by McDonald's.

4.2.7 By averaging the data from Eastbourne and Crawley, the resulting predicted trips into and out of the site at Lower Earley is shown in Tables 4C and 4D for Friday and Saturday respectively.

Table 4C Friday Transaction Data (Proxy for Traffic Generation Data)

Time	Eastbourne		Crawley		Average	
	In	Out	In	Out	In	Out
15.00 - 16.00	54	54	51	51	53	53
16.00 - 17.00	79	79	59	59	69	69
17.00 - 18.00	105	105	80	80	93	93
18.00 - 19.00	102	102	99	99	101	101
19.00 - 20.00	73	73	92	92	83	83

Table 4D Saturday Transaction Data (Proxy for Traffic Generation Data)

Time	Eastbourne		Crawley		Average	
	In	Out	In	Out	In	Out
11.00 - 12.00	68	68	53	53	61	61
12.00 - 13.00	114	114	116	116	115	115
13.00 - 14.00	101	101	135	135	118	118
14.00 - 15.00	112	112	102	102	107	107
15.00 - 16.00	75	75	57	57	66	66

4.2.8 It has been calculated from this data that the averaged Friday development peak hours flows are:

- 101 arrivals and 101 departures between 18.00 - 19.00 hours

The Saturday peak is:

- 118 arrivals and 118 departures between 13.00 - 14.00 hours.

4.2.9 The application of transaction data to represent trips is an over-estimation of vehicular activity projected for the following reasons:-

- as outlined some in-store customers would walk or use public transport to access the site.
- transactions record the number of purchases at a restaurant and customers often make two transactions, ie. purchasing a coffee or ice cream after their meal
- some customers arriving by one vehicle sub-divide into two or more groups to purchase their meals recorded as separate transactions.

4.2.10 Nonetheless, for the purpose of this assessment the level of transactions are taken to represent the traffic generation.

4.3 Existing and Additional Trips

4.3.1 ADL commissioned Count on Us to undertake interview surveys at the McDonald's restaurant in Eastbourne and Crawley on;

- Friday 12th November 16.00 - 20.00 Hours
- Saturday 13th November 11.00 - 15.00 Hours

4.3.2 The aims of the survey were to establish the percentage of traffic attracted to the McDonald's restaurants which was already visiting the retail park or travelling on the local highway network as part of an existing trip.

4.3.3 The McDonald's restaurant in Eastbourne is in the Lottridge Retail Park which is located as shown in Appendix 6.1 off Lottridge Drive. The retail park is occupied by Tesco / Homebase / Tempo and Petsmart. There is no specific car parking for the McDonald's restaurant but there are over 500 spaces for car parking within the retail park all of which are easily accessible to the McDonald's restaurant. The drive thru' lane is accessed from the car park access road within the retail park.

4.3.4 The McDonald's restaurant in Crawley is located in the car park off the Sainsbury's superstore and Sainsbury's Homebase superstore as shown in Appendix 6.2. There are 3 specific grille bays and 2 specific disabled car parking spaces for McDonald's customers. The drive thru' lane is accessed from the car park access road within the retail park.

4.3.5 Count On Us undertook interview surveys at the McDonald's Restaurants in Eastbourne and Crawley. 100 interviews were undertaken on both the Friday and Saturday survey periods at each site, totalling 400 interviews. The interviews were also split over in-store customers and drive thru' lane customers to ensure a significant cross section of customers was obtained.

4.3.6 ADL checked and validated all the responses to ensure that they were all logical and valid. From the validated results to Questions 1 and 3 ("Where did you come from immediately before visiting the restaurant?" and "Where are you going immediately after leaving this restaurant?") of the interview, Table 4E below can be calculated.

Table 4E Origin/Destination Surveys

Origin/Destination	Eastbourne	Crawley	Average
(a) Home to Home	25.5%	18.5%	22%
(b) Home to Other	25.75%	20%	22.875%
(c) Other to Home	40.5%	37%	38.75%
(d) Other trips with same origin destination	7.5%	7.5%	7.5%
(e) Other trips with different origin/destination	0.75%	17%	8.875%
Additional trips to McDonald's (a+d)	33%	26%	29.5%
Total Existing (b + c + e)	67%	74%	70.5%

4.3.7 The results demonstrate that a significant percentage of traffic attracted to McDonald's restaurants are already on the local highway network and visit the restaurant as part of any existing trip. This analysis demonstrates that on average 70.5% of the traffic was existing and only 29.5% additional.

4.3.8 The list of possible responses to Question 1 and 3 from the retail park are shown in Appendix 6.3. From the results it has been calculated that a proportion of the trips to the site would be shared trips which are visiting other units in the retail park. The results are shown in Table 4F. The results indicated that on average 16% of the traffic are shared trips.

Table 4F Trips Originating or Departing from the Retail Park

Origin/Destination	Eastbourne	Crawley	Average
Trips originating or departing from the retail park	13.5%	18.5%	16%
Passby from the adjoining road (Total existing - f)	53.5%	55.5%	54.5%
Total Existing	67%	74%	70.5%

4.3.9 For the purpose of this analysis the average results are utilised. Therefore, the additional number of visits to the retail park would be as shown in Table 4G:

Table 4G Additional Trips to/from Retail Park

	Arrive	Depart	Two-Way
Friday 18.00 - 19.00	85	85	170
Saturday 13.00 - 14.00	99	99	198

4.3.10 The additional number of trips on the wider local highway network, including Rushey Way, would be as shown in Table 4H. This is clearly an insignificant number of extra vehicles and is unlikely to result in any capacity problems.

Table 4H Additional Trips on Local Highway

	Arrive	Depart	Two-Way
Friday 18.00 - 19.00	30	30	60
Saturday 13.00 - 14.00	35	35	70

5.0 ON SITE TRAFFIC ASSESSMENT

5.1 McDonald's Parking

5.1.1 The car park at the proposed McDonald's restaurant with drive thru' would have 22 parking spaces, plus 2 grille bays within its control as shown in Appendix 4.0.

5.1.2 The peak hour vehicle demand for special trips to the McDonald's drive thru' restaurant is Saturday lunchtime between 13.00-14.00 hours with 99 vehicles arriving and 99 departing (refer to Table 4G).

5.1.3 Table 5A illustrates the parking requirement calculations. This demonstrates that only 22 parking spaces would be required at the restaurant for customer cars during these busy periods.

Table 5A Car Park Accumulation : Saturday 13.00 - 14.00 Hours

Activity	Drive Thru'
Drive In/Eat In (a) Drive Thru'	49 50
Total Arrivals	99
Parking Space Requirements Drive In/Eat In (b) Drive Thru' (c)	 20 2
Total Customer Parking Requirements	22
Total Parking Provision	22

Key
(a) Customers cars split 50% eat in 50% drive thru'.
(b) Observed average duration of stay is 25 minutes per vehicle, i.e. 2.4 customers per parking space per hour.
(c) Observed 15% of drive thru' customers park. Average duration of parking is 15 minutes ie 4 customers per space per hour.

5.1.4 Therefore, the proposed total numbers of car parking spaces equates with the peak anticipated demand for spaces.

5.2 Impact on Parking Provision

5.2.1 The proposed restaurant would occupy an area which currently provides 54 parking spaces. Of these, 16 spaces would be replaced, giving a net reduction of 38 spaces.

5.2.2 There are presently a total of 185 parking spaces in the retail car park. Therefore, in the future there would be a total of 147 spaces (ie 185 - 85 spaces).

5.2.3 The maximum demand for parking occurred at 15.00 hours on Saturday when 96 vehicles were in the car park (including those searching for spaces).

5.2.4 The peak demand for McDonald's restaurant would be 22 spaces giving a peak demand of 96 + 22 = 118 spaces. Therefore, with the proposal in place there would still be a minimum of 29 spaces (ie 147 - 118 = 29) or a reserve capacity of 20%.

5.2.5 Therefore, there is adequate capacity in the car park to accommodate the proposal, the additional traffic attracted to the proposal whilst retaining adequate reserve capacity to maintain good circulation around the car park.

6.0 PPG 13 AND SUSTAINABILITY ISSUES

6.1 PPG 13 Transport

6.1.1 Planning Policy Guidance 13 on Transport seeks to:

- reduce the growth and the length and number of motorised journeys
- encourage alternative means of travel which have less environmental impact; and hence
- reduce reliance on the private car.

6.1.2 Assistance on implementing this policy strategy is given in PPG 13 A Guide to Better Practice published by HMSO to illustrate examples of reducing the need to travel through land use and transport planning.

6.1.3 On page 6, subsection Strategic Planning, sub-heading Proximity and Threshold Distances, paragraph 2.04 states:

> *"At a very basic level, the closer homes and activities are to one another, the less need there will be for travel. The degree of proximity will largely determine the choice of travel mode that is available (or potentially available). This can be thought of as threshold distance".*

It then goes on to state in para 2.11:

> *"Activities which serve a smaller population than the whole city do not need to be located at the centre. These will include some food and other shops, banks, police stations, clinics, solicitors' and other local offices and religious, education and leisure activities. Travel to such activities will be minimised if they are grouped in sub-centres serving a sector or district of the city".*

6.1.4 The proposal would be located within the Lower Earley Retail Park which is wholly consistent with PPG 13 and The Guide to Better Practice, by providing a local facility to serve the local population (and passing motorist) and therefore reduce their need to travel. This view is further enhanced by Inspectors decision letters.

6.2 PPG 13 Transport - Public Consultation Draft

6.2.1 The PPG Note 13 Transport Consultation Draft was published on the 21st October, 1999. Comments on this draft had to be submitted to the DETR no later than the 5th January, 2000. Only when the comments have been considered and the finalised report is published, can the full weight be given to this document.

6.2.2 Nonetheless, the objectives and instruments outlined in this document are reviewed in the context of the proposal.

6.2.3 The introduction and summary of PPG 13 (PCD) outlines that land use planning has to be integrated with Transport Strategy.

> *"By influencing the location, scale, density, design and mix of land uses planning can help to reduce the need to travel; reduce the length of journeys and make it safer and easier for people to walk, cycle or use public transport. Consistent application of these Planning Policies will be to reduce some of the need for car journeys - by reducing the physical separation of key land uses - and enable people to make sustainable transport choices."*

6.2.4 The objectives of the policy are:-

- Promote more sustainable transport choices, and
- Reduce the need to travel especially by car.

6.2.5 It can therefore be seen that the planning system will play an important part in this Government's Strategy.

6.2.6 Under the section of Planning Policies with regards to jobs, shopping, leisure and services the policy document outlines how Local Authorities should prepare or amend their development plans.

6.2.7 Under the sub-heading of "Accessibility", a key planning objective is to ensure that the facility is highly accessible by public transport, walking and cycling. In this instance the site is highly accessible by all modes.

6.2.8 Under the sub-heading "Linking Planning and Transport", outlines that the strategy is to located activities close to other activities to reduce the need for travel. In this instance, the site is already an attractor of trips in terms of the car showroom, the petrol filling station, Brewers Fayre and Sainsbury's and thus is well served by public transport. The provision of a McDonald's restaurant at this location is increasing the facilities to serve the local catchment area.

6.2.9 Under the Section of Design and Mix of Uses, one of the policies suggested is to:-

- Encourage a mix of land uses in towns, suburban and local centres.

6.2.10 In this instance, the provision of a restaurant in this area of mix uses only seeks to enhance this policy.

6.2.11 With regard to the section on "Implementation" and the sub-heading "Planning Conditions", there are some suggested conditions which should be used to require on-site transport measures and facilities as part of development. These are outlined below and it is demonstrated how the proposal addresses them:-

- Secure Cycle Parking and Change of Facilities
  - 4 number of cycle racks are being provided.
- Safe Pedestrian Routes
  - Pedestrian facilities are being provided which integrate into the site into the existing centre.
- Facilities for Public Transport, Bus Stops and Laybys
  - These are already provided in the vicinity and can be used by visitors to the site.
- The Management and Use of Parking Spaces, ie disabled, mother and toddler
  - Disabled and mother and toddler spaces are being provided.
- Details on Deliveries to the Site
  - Multi use of the car park for deliveries thus limiting the area required for development.

6.2.12 The above has outlined that the proposal fits in with the aims and aspirations of the revised Planning Policy Guidance Note 13 Public Consultation Draft.

6.3 Sustainability

6.3.1 It has previously been suggested, in other cases, that McDonald's restaurants with drive thru' facilities should be refused as contrary to the policies of PPG 13. Inspectors, and the Secretary of State, have considered the arguments in detail and whilst recognising the potential conflict have concluded that these restaurants are not inconsistent with the principles of sustainable development. Although the point has been raised on several occasions, there has been no case where an Inspector or the Secretary of State has refused permission on, solely, such grounds.

6.3.2 In the case of the McDonald's appeal at Southall, where sustainability was a main issue, the Secretary of State appointed an Assessor to assist the Inspector at the hearing of the Inquiry and also recovered the decision to himself. In his Decision Letter dated March 1998 the Secretary of State accepted and agreed with his Inspector's conclusions on Sustainable Development, and in particular his overall conclusion that the proposals would not be inconsistent with the principles of sustainable development. The Inspector's conclusions, with which the Secretary of State agreed, were:

Para. 6.25 *"In principle, development of this kind is not likely to contribute to the government's aim to reduce the need to travel, especially by car, and in that respect it would not conform to the objectives of sustainable development. In this case however the amount of new traffic likely to be generated by the development would be comparatively small, because a high proportion of car-borne customers would already be travelling on the local road network."*

6.3.3 In the McDonald's Restaurant appeal at Wakes Road, Wigston, the Inspector decision dated May 1997 stated in Page 4, Paragraph 14

> *"I consider reasonable the assumption that some of the 83% car-borne customers to the Centre would be likely to visit the proposed development as part of a linked journey. Being linked, the visit, whether directly by car or on foot from either the shopping streets or a vehicle in the car parks would have no material implications for sustainable development considerations."*

6.3.4 With regard to the redevelopment of the Jet Petrol Filling Station in Wandsworth to a McDonald's restaurant, in allowing the development at the end of May 1998 the Inspector stated that

> *"I can therefore see that, for the majority of journeys by customers in the Clapham catchment area specifically undertaken to visit a McDonald's restaurant, the proposal would result in shorter, and therefore more sustainable, journeys than at present."*

6.3.5 On the 29th September, 1998 the Inspector decision letter was published with regard to the proposal for a McDonald's restaurant at the Teardrop Site in Sevenoaks.

6.3.6 The site was on the northern extreme of Sevenoaks, was in close proximity to the A225 and along a flank frontage to large car park of the Riverside Retail Park to the south of which was a Sainsbury's Superstore with a petrol filling station and customer car park. One of the main issues highlighted in the Inspector decision letter was how the proposal stood in relation to the objectives of sustainability set out in PPG 13.

6.3.7 The Inspector pointed out that the site was not well served by public transport (unlike this site) and there was no significant concentration of residential development within a convenient walking distance of the site.

6.3.8 The Inspector's findings on this issues were as follows:-

> *"Nevertheless the Riverside Retail Park and Sainsbury's superstore with its associated petrol filling station together constitute a significant retail destination, where a substantial proportion of shoppers of necessity use their family cars to purchase bulky goods or their weekly food shopping or both. Similarly Becket House, the Vestry Trading Estate and Connections Business park comprise an important concentration of employment uses in the town. I bear in mind also that because of the very restricted public transport serving the area, (effectively one bus per hour from the town centre and Otford, with no service after 1700 hours or at all on Sundays), these retail and employment destinations are almost certainly more car-orientated than would be the case at better served locations.*
>
> ***In this situation, a complementary use on the appeal site, such as the proposed restaurant, would maximise the potential for shared trips.*** *Moreover, employees at Becket House, the Retail Park and other nearby businesses, and Retail Park customers with no need to utilise the restaurant car park, would effectively be the source of 'walk-in' trade. The restaurant would also be likely to attract a substantial proportion of passing trade from the adjoining A225 which is relatively busy, especially at peak times. Since these trips are already on the network, they would not give rise to additional car travel.*
>
> *This combination of circumstances provides strong support for your claim that only about 25% of car visits to the restaurant would be new or special trips, and this is not dispute by the Council. In the light of these considerations I conclude that the appeal* ***scheme would not materially undermine the sustainability objectives embodied in Government guidance."***

6.3.9 In the Appeal decision published in March 1999 relating to a site of Northern Road/Portsmouth Road, Cosham, the question of sustainability of a McDonald's Restaurant was an issue specifically dealt with by the Inspector. The site was a former waterworks pumping station on the edge of Cosham and was served by passing traffic on the A3 Northern Road. Our argument was that the facility would serve the surrounding residential population and existing road users. The Inspector considered that the development was acceptable in relation to the principles of sustainable development and stated in para 21:-

"There are 5 other McDonald's restaurants within 9km of the appeal site in locations to the north, south, east and west, so ***I consider that the proposal would be a local facility*** *rather than a facility intended to serve a wider area, as the Council suggests.*

6.3.10 A similar situation occurs at this location with the proposed McDonald's restaurant at Bexhill and Eastbourne serving the local area all traffic on the road network either passing or visiting the existing facilities. These are already existing restaurants serving the general vicinity;

- 8-9 Wellington Place, Hastings

- Ravenside Retail Park and Leisure Park, Bexhill

6.3.11 The proposal is therefore consistent with the aims and aspirations of PPG 13 and the current draft in terms of serving the local population who are either on the road network in any event, visiting the Kwiksave and/or other developments and being accessible by pedestrians, cyclists and users of public transport.

6.3.12 The same conclusion is therefore reached with this proposal that it would not materially undermine sustainability objectives embodied in Government guidance.

7.0 CONCLUSIONS

7.1 The proposal is to develop a McDonald's freestanding restaurant with drive thru' facilities at retail park in Lower Earley.

7.2 The site is accessible by 3 bus services which provide Monday to Saturday 2 buses per hour. Bus stops are located in easy access of the site.

7.3 The proposal is to provide a McDonald's restaurant with drive thru' facilities providing 22 parking spaces and 2 grille bays. It is proposed that the restaurant will be serviced three times a week by up to 16.5m length articulated vehicles.

7.4 Transaction data from the McDonald's restaurants located adjacent to the Sainsbury's foodstore and Homebase developments at Crawley and the retail park in Eastbourne have been used to estimate the traffic generation from this site. During the Friday evening peak (18.00 - 19.00 hours) the restaurant is anticipated to attract 101 vehicles arriving and departing. On a Saturday lunchtime the restaurant peak hour is 13.00 - 14.00 hours with 118 vehicles expected to arrive and depart.

7.5 Interview surveys have been undertaken at the Crawley and Eastbourne restaurants and these have demonstrated that on average 70.5% of the vehicles anticipated to visit the site, would already be on the road network in any event and only 29.5% are anticipated to be additional trips.

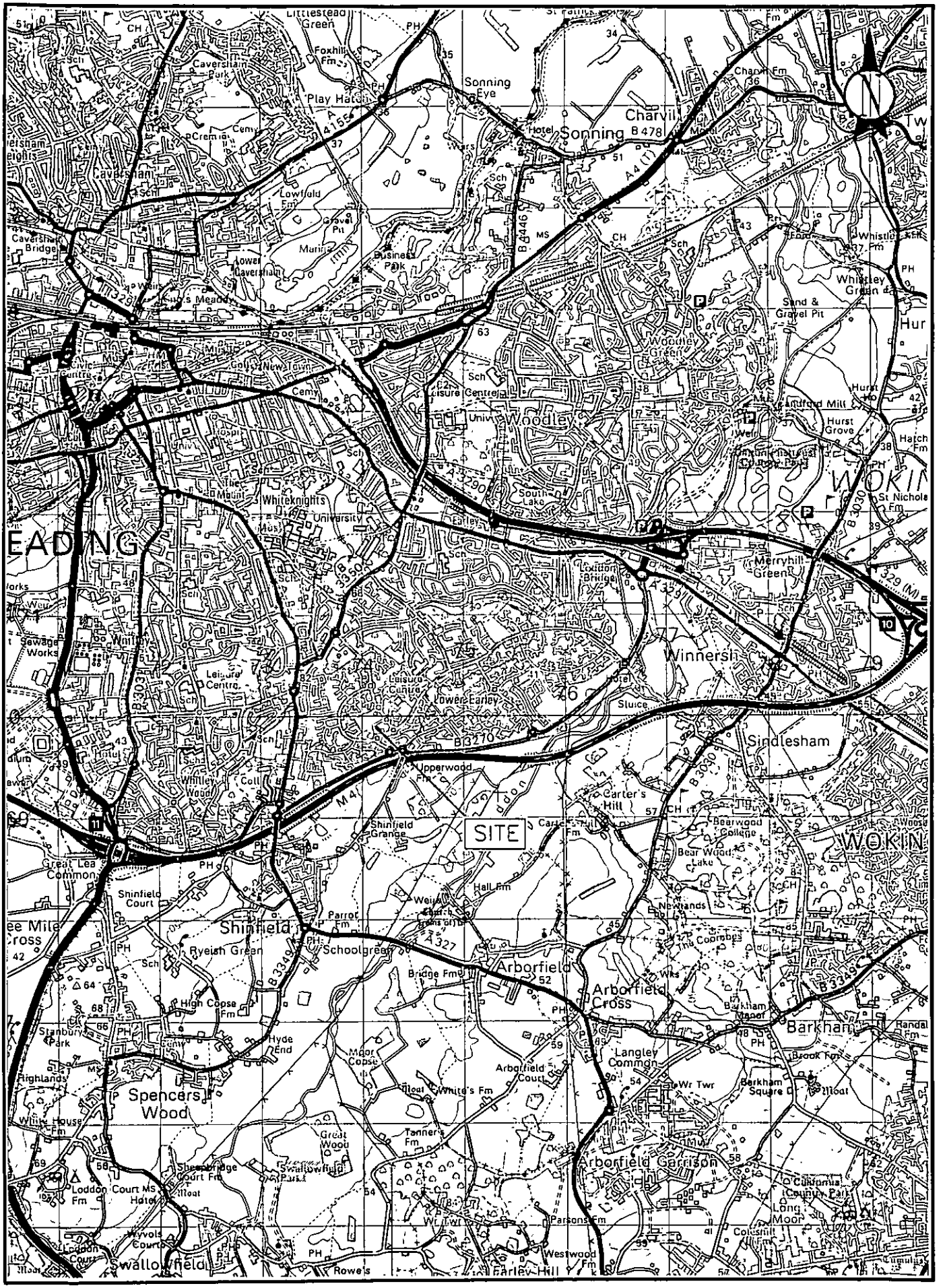
7.6 Detailed analysis of the existing trips has shown that out of 70.5%, 16% would be from customers already visiting the retail parks.

7.7 The analysis has demonstrated that there would be sufficient parking to accommodate the proposal and the additional demand for parking.

7.8 The analysis of PPG 13 Transport and the new draft and consideration of the sustainability issues, with reference with recent McDonald's public inquiry decisions, demonstrates that proposed McDonald's restaurant with drive thru' facility is consistent with rather than being contrary to the aims and aspirations of PPG 13 and Sustainability. This is because it by provides a local facility to serve local people, car borne customers who are primarily on the existing road network and it is accessible to visitors to the general retail area who either walk, cycle or use public transport.

APPENDIX 1.0

SITE LOCATION



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APPENDIX 1.0
SITE LOCATION

APPENDIX 2.0

SITE AND SURROUNDING AREA

APPENDIX 3.0

PARKING SURVEYS

Lower Early - Car Park Survey, Friday 17th March 2000

Produced by The Paul Castle Consultancy

VEHICLES IN AT BEGINNING - 43

	CAR PARK ENTRY/EXIT		
TIME	ENTRY	EXIT	ACCUMULATION
1100 - 1115	27	24	46
1115 - 1130	19	23	42
1130 - 1145	13	14	41
1145 - 1200	30	15	56
Hourly Total	**89**	**76**	
1200 - 1215	21	18	59
1215 - 1230	29	31	57
1230 - 1245	28	23	62
1245 - 1300	19	21	60
Hourly Total	**97**	**93**	
1300 - 1315	32	21	71
1315 - 1330	34	23	82
1330 - 1345	19	24	77
1345 - 1400	32	37	72
Hourly Total	**117**	**105**	
1400 - 1415	23	37	58
1415 - 1430	31	23	66
1430 - 1445	33	30	69
1445 - 1500	23	29	63
Hourly Total	**110**	**119**	
1500 - 1515	32	35	60
1515 - 1530	23	38	45
1530 - 1545	21	18	48
1545 - 1600	38	29	57
Hourly Total	**114**	**120**	
1600 - 1615	39	41	55
1615 - 1630	42	29	68
1630 - 1645	42	35	75
1645 - 1700	41	37	79
Hourly Total	**164**	**142**	
1700 - 1715	34	45	68
1715 - 1730	44	34	78
1730 - 1745	43	39	82
1745 - 1800	45	47	80
Hourly Total	**166**	**165**	
1800 - 1815	48	52	76
1815 - 1830	67	50	93
1830 - 1845	42	57	78
1845 - 1900	35	40	73
Hourly Total	**192**	**199**	
1900 - 1915	33	29	77
1915 - 1930	30	50	57
1930 - 1945	33	26	64
1945 - 2000	38	44	58
Hourly Total	**134**	**149**	
TOTAL	**1183**	**1168**	

APPENDIX 3.0
PARKING SURVEYS

Lower Early - Car Park Survey, Friday 17th March 2000

Produced by The Paul Castle Consultancy

CAR PARK - AVAILABLE SPACES					
ZONE A	ZONE B	ZONE C	ZONE D	ZONE E	TOTAL
54	28	46	12	45	**185**

	CAR PARK - INDIVIDUAL ZONES					
TIME	ZONE A	ZONE B	ZONE C	ZONE D	ZONE E	TOTAL
1100	2	9	13	10	9	**43**
1200	2	15	19	9	11	**56**
1300	8	8	10	7	27	**60**
1400	2	13	18	10	29	**72**
1500	0	10	22	8	23	**63**
1600	0	11	21	11	14	**57**
1700	0	16	21	10	32	**79**
1800	0	10	26	10	34	**80**
1900	0	5	22	10	36	**73**
2000	0	1	24	8	25	**58**

APPENDIX 3.0
PARKING SURVEYS

Lower Early - Car Park Survey, Saturday 18th March 2000

Produced by The Paul Castle Consultancy

VEHICLES IN AT BEGINNING - 50

	CAR PARK ENTRY/EXIT		
TIME	ENTRY	EXIT	ACCUMULATION
1100 - 1115	38	32	56
1115 - 1130	51	47	60
1130 - 1145	40	32	68
1145 - 1200	29	36	61
Hourly Total	**158**	**147**	
1200 - 1215	50	42	69
1215 - 1230	42	43	68
1230 - 1245	30	38	60
1245 - 1300	30	36	54
Hourly Total	**152**	**159**	
1300 - 1315	47	33	68
1315 - 1330	43	32	79
1330 - 1345	46	35	90
1345 - 1400	29	36	83
Hourly Total	**165**	**136**	
1400 - 1415	36	38	81
1415 - 1430	41	36	86
1430 - 1445	57	55	88
1445 - 1500	42	39	91
Hourly Total	**176**	**168**	
1500 - 1515	53	48	96
1515 - 1530	36	47	85
1530 - 1545	38	39	84
1545 - 1600	44	47	81
Hourly Total	**171**	**181**	
1600 - 1615	50	45	86
1615 - 1630	51	57	80
1630 - 1645	43	56	67
1645 - 1700	55	44	78
Hourly Total	**199**	**202**	
1700 - 1715	59	45	92
1715 - 1730	54	65	81
1730 - 1745	53	54	80
1745 - 1800	45	51	74
Hourly Total	**211**	**215**	
1800 - 1815	46	61	59
1815 - 1830	44	54	49
1830 - 1845	55	40	64
1845 - 1900	47	46	65
Hourly Total	**192**	**201**	
1900 - 1915	54	50	69
1915 - 1930	45	49	65
1930 - 1945	43	46	62
1945 - 2000	49	46	65
Hourly Total	**191**	**191**	
TOTAL	**1615**	**1600**	

APPENDIX 3.0
PARKING SURVEYS

Lower Early - Car Park Survey, Saturday 18th March 2000

Produced by The Paul Castle Consultancy

CAR PARK - AVAILABLE SPACES					
ZONE A	ZONE B	ZONE C	ZONE D	ZONE E	**TOTAL**
54	28	46	12	45	**185**

	CAR PARK - INDIVIDUAL ZONES					
TIME	ZONE A	ZONE B	ZONE C	ZONE D	ZONE E	**TOTAL**
1100	3	13	23	9	2	**50**
1200	3	16	24	12	6	**61**
1300	4	13	16	11	10	**54**
1400	5	13	29	10	26	**83**
1500	5	14	32	11	29	**91**
1600	4	18	26	10	23	**81**
1700	2	19	30	10	17	**78**
1800	0	9	30	12	23	**74**
1900	0	7	31	10	17	**65**
2000	0	4	32	10	19	**65**

APPENDIX 3.0
PARKING SURVEYS

APPENDIX 4.0

ARCHITECT'S SITE LAYOUT

APPENDIX 5.0

TRACK ANALYSIS

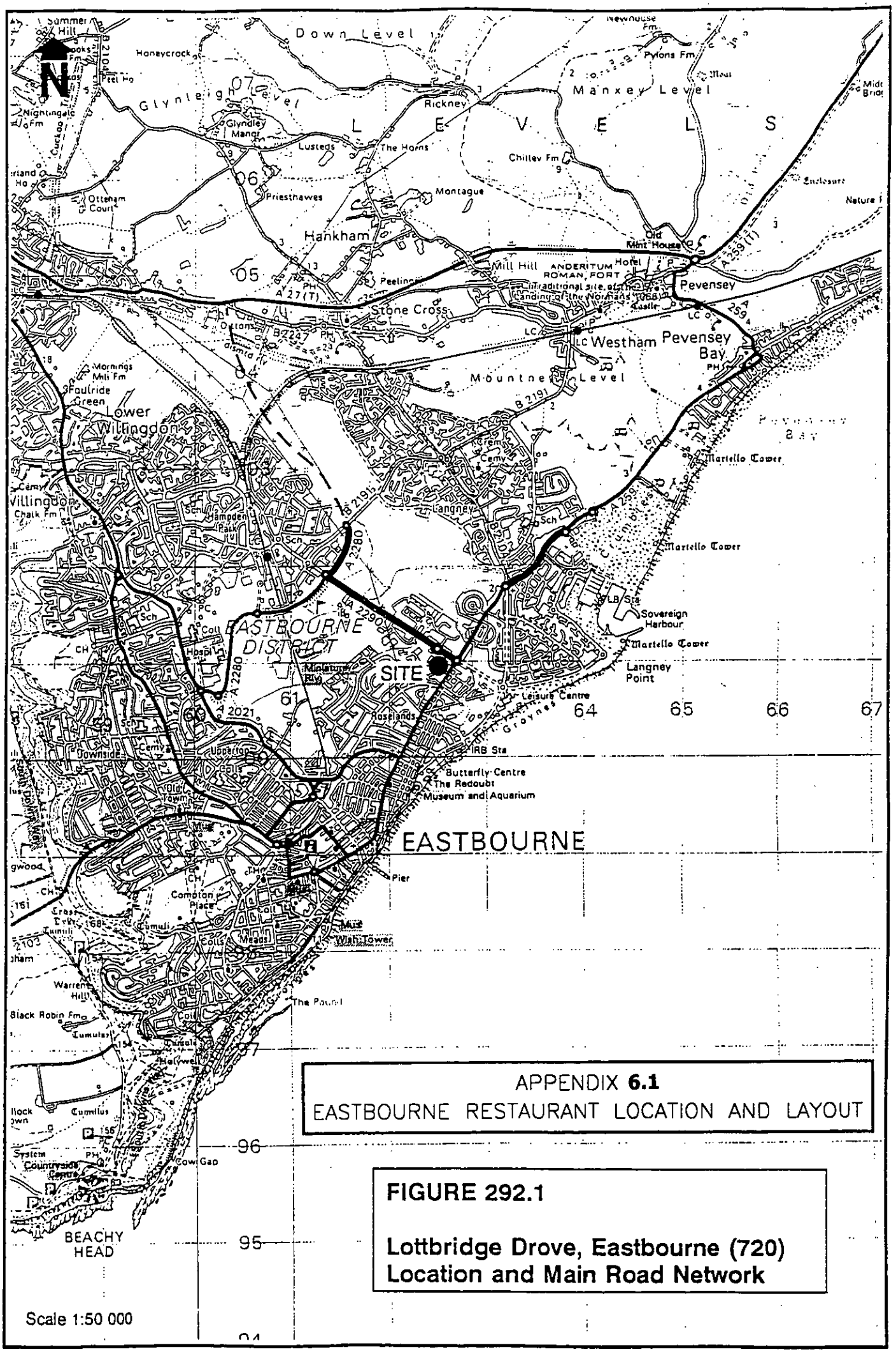
APPENDIX 6.0

McDONALD's SURVEYS

6.1 Eastbourne Restaurant Location and Layout

6.2 Crawley Restaurant Location and Layout

6.3 Interview Sheet



APPENDIX **6.1**

EASTBOURNE RESTAURANT LOCATION AND LAYOUT

FIGURE 292.1

Lottbridge Drove, Eastbourne (720)
Location and Main Road Network

Copyright: Peter Evans Partnership

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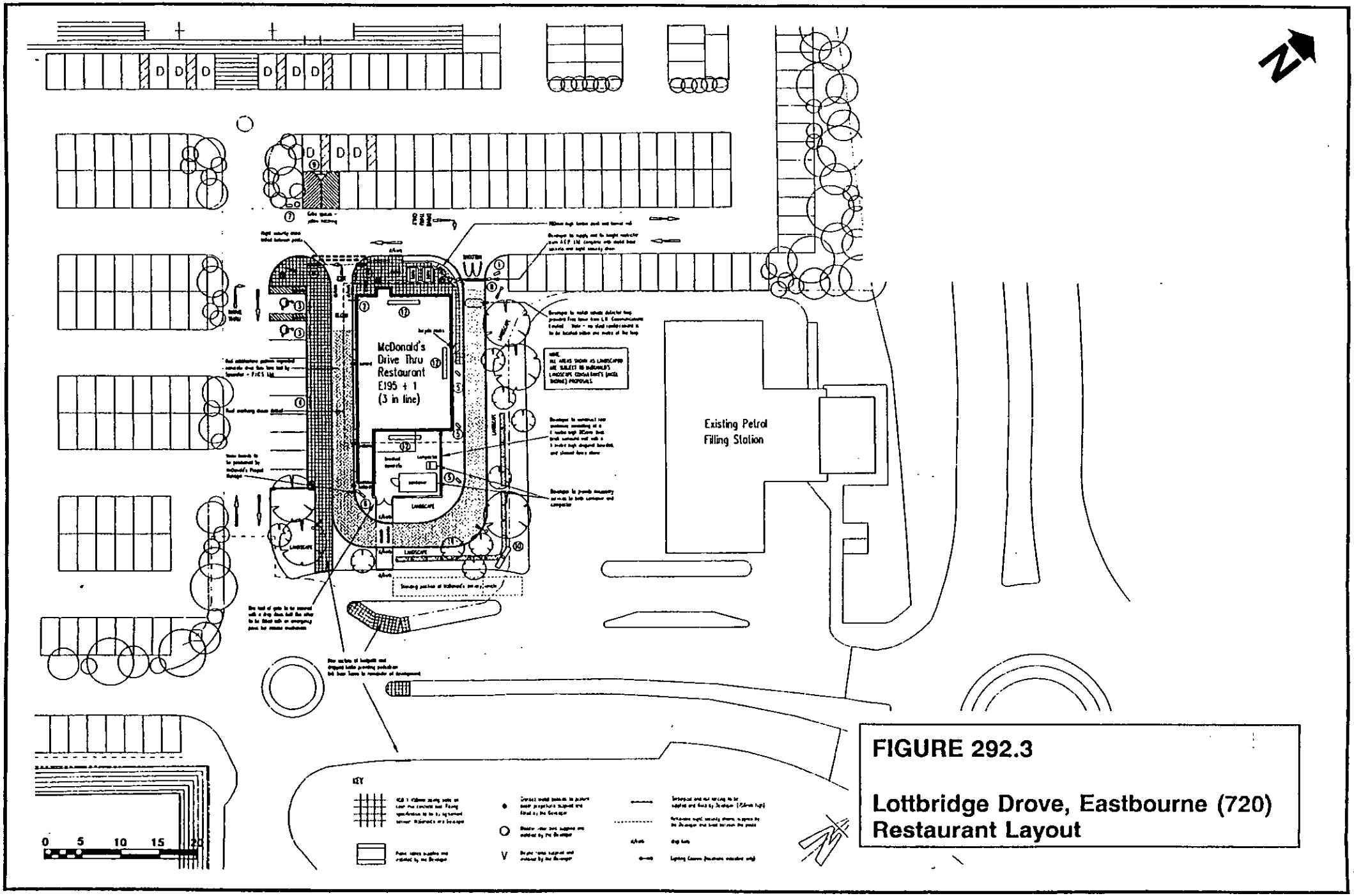


FIGURE 292.3

Lottbridge Drove, Eastbourne (720)
Restaurant Layout

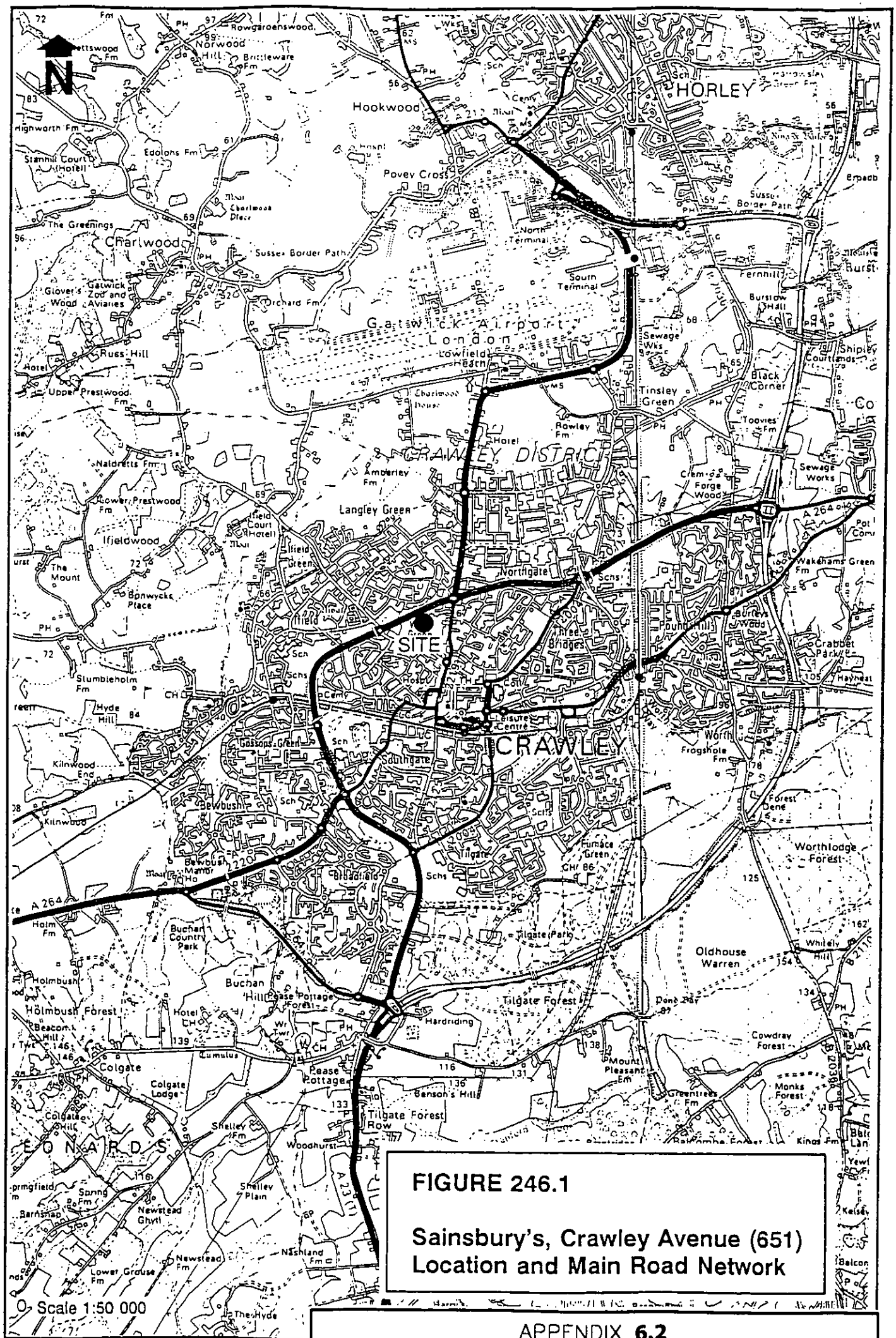


FIGURE 246.1

Sainsbury's, Crawley Avenue (651)
Location and Main Road Network

APPENDIX **6.2**
CRAWLEY RESTAURANT LOCATION AND LAYOUT

Copyright: Peter Evans Partnership

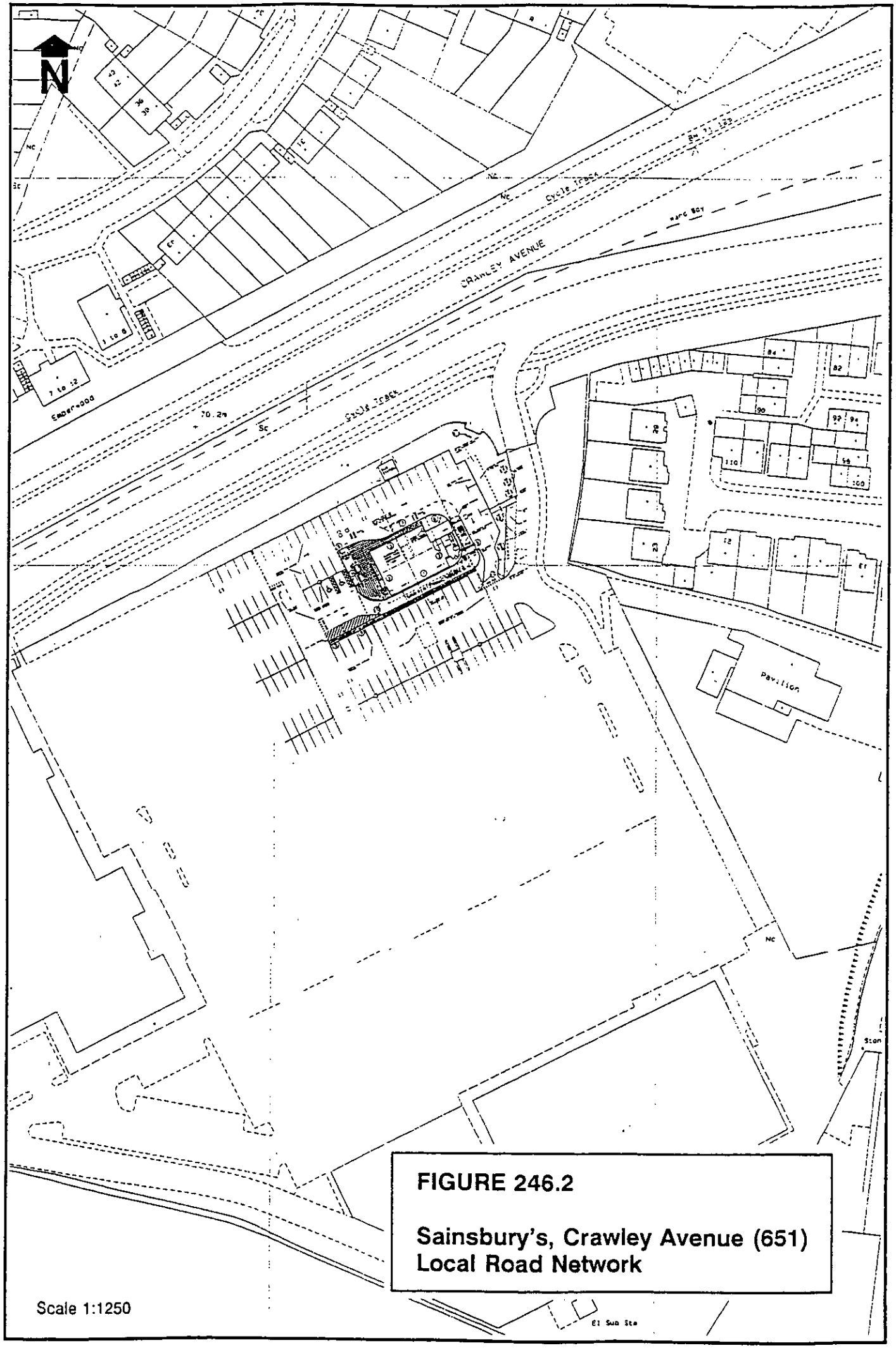


FIGURE 246.2

Sainsbury's, Crawley Avenue (651)
Local Road Network

Copyright: Peter Evans Partnership

Copyright: Peter Evans Partnership

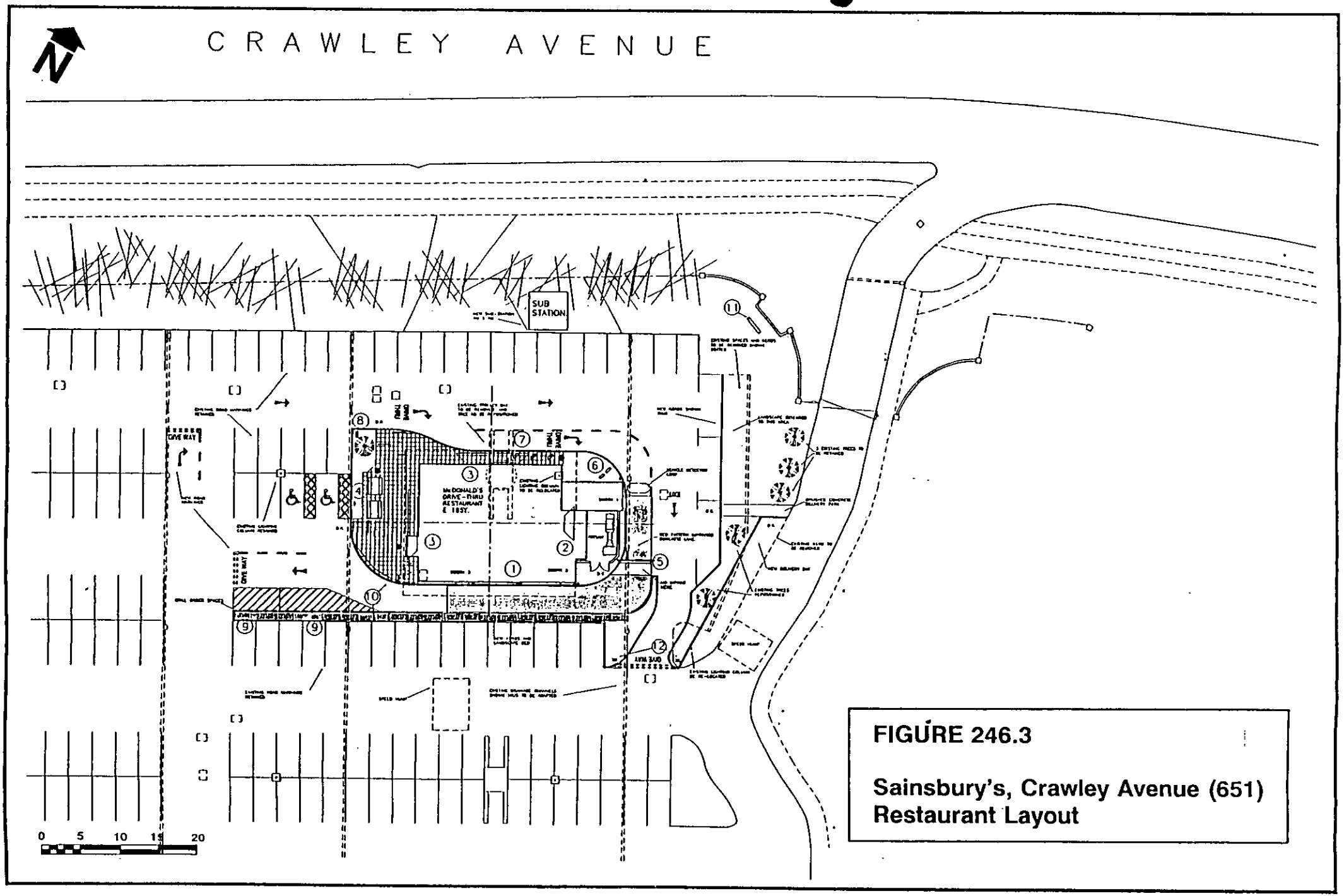


FIGURE 246.3

Sainsbury's, Crawley Avenue (651)
Restaurant Layout

Count On Us Ltd for ADL Highway Engineering Ltd

McDONALD'S RESTAURANT - LOTTBRIDGE ROAD, EASTBOURNE

Date: 12-Nov 13-Nov Location: Interviewer:

LOCATION(Restaurant (1) or Drive Thru (2))					
TIME OF INTERVIEW: (24 hour)					

Q1 *Where did you come from IMMEDIATELY BEFORE visiting the restaurant?*

1	(Go to Q3)	Home?				
2		Work (fixed location)?				
3		Work (changing location)?				
4		Shop / Bank / Hairdresser?				
5		Playgroup/ School / College?				
6		Cinema / Theatre?				
7		Pub?				
8		Recreation / sports				
9		Sightseeing?				
10	(Go to Q3)	Friend / family?				
11		Dentist / Hospital etc.?				
12		Bus Stop?				
13		Railway?				
14		Car Park (not McDonald's)?				
15		This Retail Park?				
16		Other? (please specify)				

Q2 *What EXACTLY is the name of the building and area you have just COME FROM?*

Q3 *Where are you going IMMEDIATELY AFTER leaving this Mcdonald's today?*

1	Home?				
2	Work (fixed location)?				
3	Work (changing location)?				
4	Shop / Bank / Hairdresser?				
5	Playgroup/ School / College?				
6	Cinema / Theatre?				
7	Pub?				
8	Recreation / sports				
9	Sightseeing?				
10	Friend / family?				
11	Dentist / Hospital etc.?				
12	Bus Stop?				
13	Railway?				
14	Car Park (not McDonald's)?				
15	This Retail Park?				
16	Other? (please specify)				

Interviewer to Complete

What is the age of the respondent?

1	15 - 19					
2	20 - 24					
3	25 - 34					
4	35 - 44					
5	45 - 54					
6	55+					

Sex of the respondent

1	Male					
2	Female					

APPENDIX **6.3**
EXAMPLE INTERVIEW SHEET

MINUTES OF A MEETING OF THE DEVELOPMENT CONTROL COMMITTEE HELD ON WEDNESDAY 6 SEPTEMBER 2000 FROM 7.00 PM TO 10.25PM

Present: Mr K.A Malvern, (Chairman) Mrs J.A Lissaman, (Vice-Chairman), Mrs D.C Beatty, Mr M.J Bryant, Mr T.P Dredge, Mr J.L Earnshaw, Mr R.F.N Eke, Mrs M.A Long, Mrs M Robertson and Fiona Rolls.

Also present under Standing Order 39: Mr G. Cowan, Mrs A.N.M.C Drake, Simon Etheridge, Mrs E.L.M Siggery and Mr A.W Spratling.

91. ORDER OF BUSINESS

With the agreement of the Committee, the order of business was varied so that those applications where members of the public had indicated a wish to speak could be dealt with first.

92. MINUTES

The Minutes of the meeting of the Committee held on 19 July 2000 were confirmed as a correct record and signed by the Chairman.

93. APOLOGIES FOR ABSENCE

Apologies for absence were received from Mr S.R Conway and Mr B.J.S Patman.

RESOLVED: That consideration of Application No. 2000/1503 & 2000/1504 be deferred to enable a site visit to be undertaken.

100. APPLICATION NO: 2000/1503 & 2000/1504, PROPOSED ERECTION OF A3 RESTAURANT AND DRIVE-THROUGH, LAND ADJOINING KWIKSAVE THE SQUARE CHALFONT WAY EARLEY, FOR MCDONALD'S RESTAURANTS

The Committee considered a report on this application as set on Agenda pages 818 to 835.
In explaining the report, the Head of Planning and Transportation informed Members that the applicant had agreed highways contributions of £20,000 referred to on paragraph 6, page 821 of the Agenda and not a figure between £15,000 to £20,000.

Mr A. Watson (Representing McDonalds) attended the meeting and spoke in favour of the application.

In considering the application Members raised a number of concerns regarding access and the traffic implications of the proposal.

Application No.	Received	Earley
F/2000/1503 & F/2000/1504	22.05.00	

Applicant : **McDonalds Restaurants**
Location : **Land adjoining Kwiksave, The Square, Chalfont Way, Earley**
Proposal : **Erection of A3 restauarant and drive-through.**

1. Planning History - Outline application 01945 set out broad areas for development within this part of Earley, and identified an area adjoining Elm Lane for commercial development. The proposal site lies within this commercial area, to the west of Elm Lane, adjoining and to the south of Kwik Save, within the car park area. The site is elevated above the level of the road to the south, and separated from it by an embankment. To the west is an undeveloped area and to the north west an area of public open space.

   Policy PWE4 of the Loddon Area Local Plan allows for expansion of the commercial area to the east of Chalfont Way (Area DD) with uses 'compatible with and complementary to the District Centre as a whole'. The proposal site adjoins Area DD.

2. Proposal – comprises duplicate applications for the erection of a single storey restaurant of 75-85 seats (320 square metres), with a drive-thru facility to allow customers to purchase their food without leaving their vehicles. Opening hours as proposed are 7 a.m. until 11 p.m.

3. Consultations -
   - ***Earley Town Council:*** objects – see attached
   - ***Environmental Health Officer:*** no objection subject to conditions regarding extraction and filtration systems, litter control, opening times and delivery hours.
   - ***Landscape Officer:*** full landscape plan required, which should show planting along western boundary of the site
   - ***Highway Authority:*** No objection subject to a financial contribution of 15–20k for footway improvements and conditions.
   - ***Letters:*** 9 objecting, on the following grounds:
     increased traffic, noise, particularly during anti-social hours, litter, enough similar outlets in the area already, loss of privacy, light pollution, erosion of open space.

4. Appraisal – The main determining issues are:

   A. Whether the principle of the development is acceptable (Berkshire Structure Plan policies S1 and S2; Wokingham District Local Plan policy WSH3; Planning Policy Guidance Note 6 - Town Centres and Retail Developments.)
   B. Impact of the development on the character of the area and on the amenity of neighbouring properties (Loddon Area Local Plan policies LBE1 and LBE2; Wokingham District Local Plan policy WOS3).

C. Highway Issues (Berkshire Structure Plan policy LD5)
D. Concerns of the Town Council and Local Residents.

A. The Principle of Development.
Proposals for retail and leisure uses should be considered against PPG6, which aims to sustain and enhance the vitality and viability of existing town and district centres through the application of a sequential approach to such developments.

The proposal site lies within the District Centre of Lower Earley, as identified in Structure Plan policy S1. Policy S2 of the Structure Plan requires proposals to be consistent with the role of the centres in which they are situated in the hierarchy set out in policy S1. It also requires the proposal to provide enhancements to these centres, including the provision of a range of shops, improved access and parking, and the provision of housing, leisure and social facilities. There is no objection to the proposal on highway grounds. The proposal is considered to maintain and enhance the vitality and viability of the existing shopping centre. Financial contributions have been agreed to provide better pedestrian linkages. The proposal would not affect parking provision and is deemed to be in an accessible location. The scheme conforms with all the relevant criteria of Structure Plan policies S1, S2 and national guidance.

B. Impact of the development on the character of the area and on neighbouring properties.
The proposal would be located within the existing commercial area comprising several retail outlets, a garage and a pub. It would adjoin an area which is currently undeveloped, and which is allocated in the Local Plan for further commercial development. The boundary between the site and this open area comprises a 0.6 metre high post and rail fence. Some of this would be replaced by a 1.8 metre high close boarded fence. The site is therefore visible from the area to the west, and it is elevated above land to the south by some 4-5 metres. However, it would be seen against a backdrop of other commercial uses and their signage, and it would not be seen from Chalfont Way. The proposed building itself is not considered to be obtrusive as it is single storey, 4.8 metres high, and in-keeping with other buildings in that location. It is not considered that the proposal would have a detrimental impact on the character of the area.

The nearest residential properties are located some 50 metres to the south of the site boundary, in Fakenham Drive and Bradmore Way. The proposed building will be set back to the north of the site, and its impact on these properties is considered to be minimal. Although there will be an increase in the amount of traffic using the site, it is already in use as a car park, and it is not considered that the impact of the increase in traffic will cause sufficient detriment to warrant refusal on these grounds. The applicants submitted an assessment of other restaurants regarding linked trips. Interview surveys have demonstrated that the amount of newly generated trips is in the order of 30% whereby 70% of the traffic generated is associated with linked and diverted trips that are already on the highway network. It is acknowledged that during peak periods congestion already occurs on the highway network in the

vicinity of the site. However, the number of additional trips generated by the restaurant during these periods is relatively small and it is not considered there would be an adverse material impact.

While no signage or lighting is proposed as part of this application, such development could be controlled through the planning process. The Environmental Health Officer has requested that conditions are imposed on this proposal to control noise and smells from extraction equipment. The hours of opening proposed are from 7 a.m. until 11 p.m. As the pub and garage are open at this time, it is considered that 11 o'clock closing is acceptable during the week; the Environmental Health Officer recommends that the restaurant should be closed at 10.30 p.m. on Sundays and Bank Holidays. Delivery hours are proposed to be controlled through a condition limiting them to between 7 a.m. and 11 p.m. Mondays to Saturdays and at no time on Sundays or Bank Holidays.

Litter is a recognised problem at the District Centre; objections to this proposal have been received on the grounds that the existing litter problem could be exacerbated. A condition could therefore be proposed to ensure that provision is made for waste and litter control measures as part of the application. In addition, McDonalds undertake 'litter patrols' at all their sites in order to minimise this nuisance.

C. Highway Issues.

The proposal would involve a net loss of 30 car parking spaces from the site. A traffic report has been submitted as part of the application covering the level of usage of existing car parking and a safety audit covering traffic management of the car park and pedestrian safety. On the first issue of car parking, surveys were carried on Friday 17th and Saturday 18th March 2000. The surveys were undertaken at times that would coincide with both the peak of the existing supermarket and that of the proposed restaurant. On both occasions the surveys demonstrated that the car park was under utilised and that the restaurant and associated car parking could be accommodated. It also identified that the area in which the restaurant is to be located is the area least used and would therefore cause least disturbance to existing users of the car park. Concerns had also been expressed by the LPA regarding the queuing of traffic travelling through the drive-thru. However the drive-thru lane can accommodate 18 vehicles without unduly interfering with the restaurant customers or the remainder of the carpark, which should be sufficient for all but exceptional circumstances. On this basis it would be inappropriate for the Highway Authority to object to the proposed development on grounds of insufficient parking alone.

With regard to traffic management of the car park and pedestrian safety, the applicants' agent commissioned an independent safety audit which identified a number of areas that need to be addressed by way of condition. However, it did identify that pedestrians were accessing the site via the embankment from Rushey Way where currently no footway exists. The applicant has therefore agreed to offer a financial contribution of £10,000 towards improved

pedestrian facilities in the vicinity of the site. Although this is accepted in principle, the Highways Department consider an appropriate amount to be in the order of £15-20,000. This would enable the Authority to provide a staggered footway along the embankment linking Rushey Way with the site to alleviate the problem of pedestrian access.

D. Concerns of the Town Council and local residents.

i. Highway issues: these are discussed under paragraph 4C. above.
ii. Design: the proposed design is considered to be entirely in keeping with other buildings on the site. It will not be very visible from Rushey Way or Chalfont Way and is not considered to be a distraction to drivers.
iii. Impact on neighbouring properties and opening hours are addressed in paragraph 4B above.

5. **Conclusion** – The proposed development conforms with development plan policies and national guidance for retail and leisure proposals. It is not considered that the proposal would result in detriment to existing properties or to the character of the area, and it is considered to be acceptable in Highway terms.

6. **Recommendation** – GRANT planning permission subject to a S106 agreement to secure a financial contribution of £15,000 to £20,000 towards improved pedestrian facilities and to the following conditions:

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

2. Prior to the commencement of development a scheme indicating the provision to be made for people with disabilities to gain access to the building shall be submitted to and agreed in writing by the Local Planning Authority. The agreed scheme shall be implemented before the development hereby permitted is brought into use, and thereafter maintained as such.

3. No construction work of any sort shall take place other than between the hours of 0800 and 1800 Monday to Fridays and 0830 to 1330 Saturdays and no work shall take place on Sundays or Bank Holidays.

4. Prior to the commencement of development details of the proposed slab levels of the proposed building shall be submitted to and approved in writing by the Local Planning Authority. The constructed development shall not vary from the approved levels.

5. The area shown on the permitted drawings for vehicle parking, turning, loading and off-loading shall be kept available for such uses and no development, whether permitted by the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order) or not, shall be carried out on the land so shown or in such a position as to preclude vehicular access to this reserved space.

6. The area shown on the permitted drawings for vehicle parking and turning shall be kept available for such use and no development, whether permitted by the

Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order) or not, shall be carried out on the land so shown or in such a position as to preclude vehicular access to this parking space.

7. Provision shall be made to accommodate all site operatives' visitors' and construction vehicles loading, off-loading, parking and turning within the site during the construction period in accordance with details to be submitted to and agreed in writing by the Local Planning Authority.

8. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on the adjacent public highways in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

9. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include [proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc); proposed and existing functional services above and below ground (eg. drainage power, communications cables, pipelines etc indicating lines, manholes, supports etc); retained historic landscape features and proposals for restoration, where relevant].

10. Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed number/densities where appropriate; implementation and maintenance programme.

11. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons (1 November - 31 March) following the first occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the landscaping die, are removed or become dangerous, damaged or diseased shall be replaced in the next planting season with others of similar size and species.

12. Existing trees, hedgerows and shrubs identified on the approved plans for retention shall not be damaged or destroyed, nor shall they be uprooted, felled or pruned for a period of 5 years after completion of the permitted development. Any trees, shrubs or hedgerows removed or which die or become dangerous, damaged or diseased before the end of that period shall be replaced with new trees, shrubs or hedging species of such size, species and in such number and position as may be agreed in writing by the Local Planning Authority before the end of the first available planting season following their loss or removal (November - March inclusive).

13. All hard landscape works shall be carried out in accordance with the approved details. The hard landscape works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed with the Local Planning Authority.

14. Details of any lighting shall be submitted to and approved in writing by the Local Planning Authority before commencement of development. Development shall be carried out in accordance with the approved details prior to commencement of use.

15. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed in accordance with the approved details before

16. A landscape management plan, including long term design objectives, management responsibilities, timescales and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the building for its permitted use. The landscape management plan shall be carried out as approved.

17. Before the building operations hereby permitted are commenced, samples and details of the proposed external materials shall be submitted to and approved in writing by the Local Planning Authority and no external materials shall be used other than those approved.

18. All plant, machinery and equipment installed or operated in connection with the carrying out of this permission shall be so enclosed and/or attenuated that noise therefrom does not exceed a level of 5dB(A) below the existing background level (or 10 dB(A) below if there is a particular tonal quality) when measured according to BS4142 1997, at a point 1m to the nearest noise sensitive property, at any time.

19. All ventilation of smoke, steam and cooking fumes to the atmosphere shall at all times be filtered to avoid nuisance from smell, grease or smoke to persons in neighbouring or nearby properties. Details of the nature and location of such ventilation and filtration equipment shall be submitted to and agreed in writing by the Local Planning Authority before the installation and shall be installed before the use hereby approved commences and shall thereafter be maintained. (Details to include outlet height, which in general should be at least 1m above ridge height of the nearest building.)

20. The premises shall not remain open for serving of customers after 23.00 hours Monday to Saturday, and 22.30 hours Sundays, bank holidays or other public holidays. The premises shall not open for the serving of customers until 07.00 Mondays to Sundays, inclusive of Bank Holidays.

21. No deliveries shall be accepted at the premises other than between the hours of 07.00 hours and 23.00 hours Monday to Saturday and at no time on Sundays or bank or other public holidays.

22. Details for the storage of waste on the premises and litter control measures shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development and thereafter be retained for the duration of the development hereby approved.

23. Prior to the development commencing, detailed plans shall be submitted to and approved by the Local Planning Authority showing proposed internal traffic management/calming measures. Details should include the recommendations set out in the applicant's safety audit. The development shall not be occupied until the car park has been laid out in accordance with the approved details.

24. Details of cycle parking provision shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development. The racks shall be in place prior to commencement of use and shall be permanently retained.

Reasons

1. In pursuance of Section 91(1) of the Town and Country Planning Act 1990.
2. To ensure appropriate access for the public.
3. 14.18.19.20.21. In the interests of residential amenity.
4. In the interests of the character and amenities of the locality.
5. Development without adequate provision for the accommodation for the parking of vehicles and for loading and off-loading would lead to those activities being inconvenient to other road users and detrimental to highway safety.
6. 23. In the interests of highway safety.
7. 8. In the interests of highway safety and convenience.

9.10.11.15.16. To enable the development to assimilate into its surroundings.

12. In the interests of the future health and amenity value of the trees.

13.17. To ensure a satisfactory external appearance.

22. In the interest of the appearance of the site.

24. To encourage the use of alternative forms of transport.

Lynette Baker

FROM: Lynette Baker

DATE: 26 May 2000

EARLEY TOWN CONSULTATION SHEET

Application Number: F/2000/1503

Proposal: Proposed erection of A3 drive through restaurant (Duplicate Application).

Site Address: Land Adjoining Kwiksave, The Square, Chalfont Way, Earley, Reading.

Applicant: McDonalds Restaurants C/O Hepher Dixon (C Potts).

Your observations are required in respect of this application **by 19/06/2000** .

Members of the Town Council's Planning Committee, and local Ward Councillors are extremely concerned about this application. It is considered that the access road to the site has not been designed to cope with the increase in volume of traffic likely as a result of this proposal. Furthermore, the increase in traffic loading as a result of the expansion of The Culpeper would suggest that to satisfactorily accommodate any additional traffic, a full width road would be required. There is concern also that the increased vehicle flow which would be generated by this facility would further increase the poor air pollution levels suffered in the Earley area.

It is the Town Council's understanding that the existing buildings in Chalfont Square were constructed to a specific 'design theme', and it would appear that this latest proposal would be completely out of keeping with established buildings already on the site. Furthermore, because of its location, it was felt that it could be a visual distraction to drivers in Rushey Way.

It was also felt that the proposal was unneighbourly to nearby residential properties, and particularly as this is an exposed and windy site, there will be an increase in non-biodegradable litter in the area.

Concern was also expressed at the opening hours proposed, particularly as the proposed opening time is well in advance of the start of the school day and the closing time is later than that of many of the local public houses.

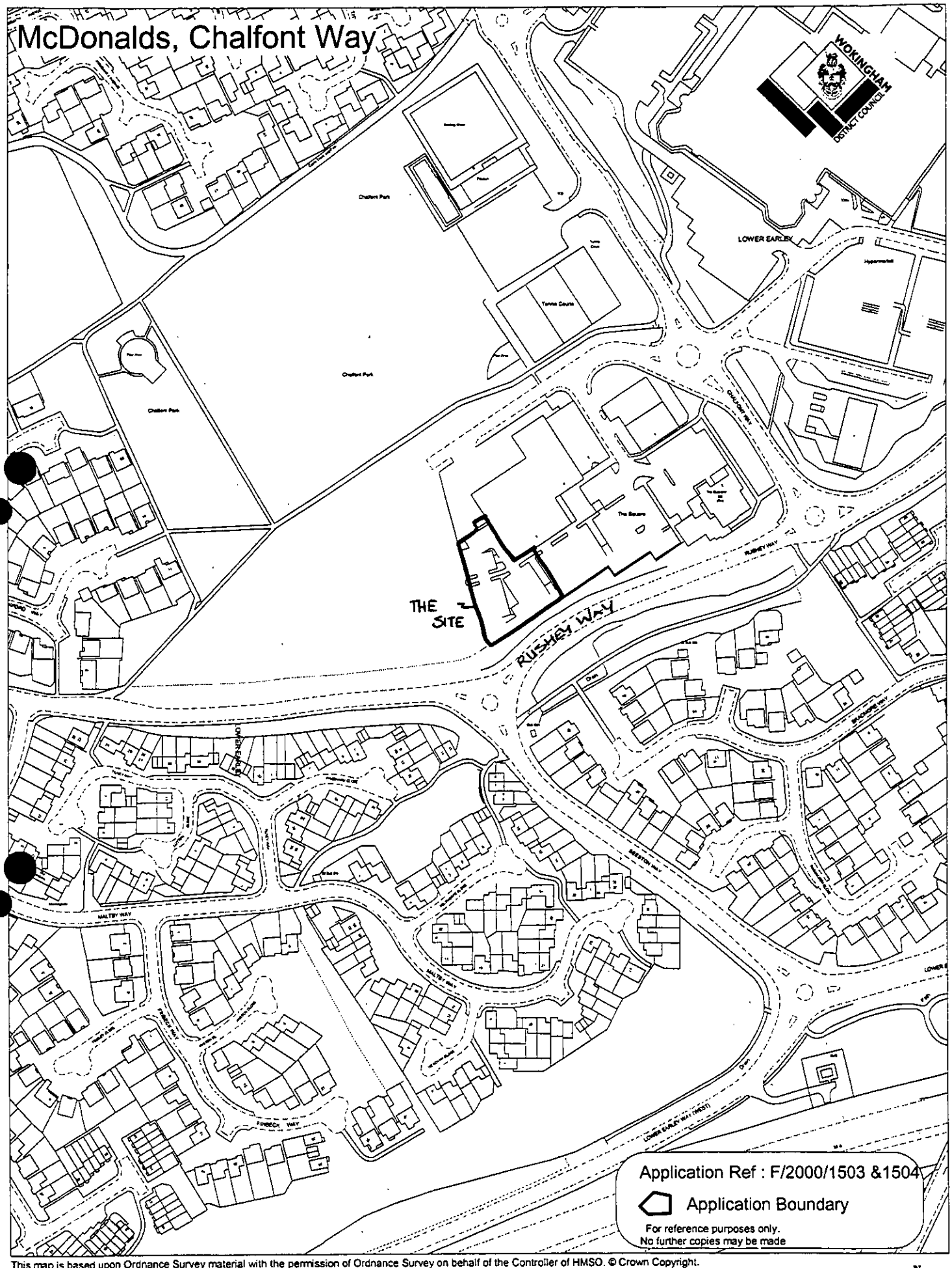
For these reasons, therefore, it is requested that this application is refused. However, if the Planning Officer is mindful to allow these proposals, it is requested that the opening hours be limited to 9.00 a.m. to 10.00 p.m., that no illuminated signage should be allowed, that litterpickers are employed at the expense of the applicants, to operate in a quarter of a mile radius of the site, including a local open spaces, and that cycle racks be provided at the site.

The Town Council is in receipt of a number of letters of objection to this proposal.

SIGNED: _____ 22 JUN 2000

Clerk To Earley Parish/Town Council.

COPIES TO: DATE: FILE:



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Development Control Section, Environmental Services, Wokingham District Council.

9 August 2000

Scale: 1 : 2500

N W E S

Notes:

1. All boundaries, dimensions and levels are to be checked on site before construction and any discrepancies are to be reported to the Architect.
2. Partial Service: Any discrepancies with site or other information is to be advised to the Architect and direction or approval is to be sought before the implementation of the detail.
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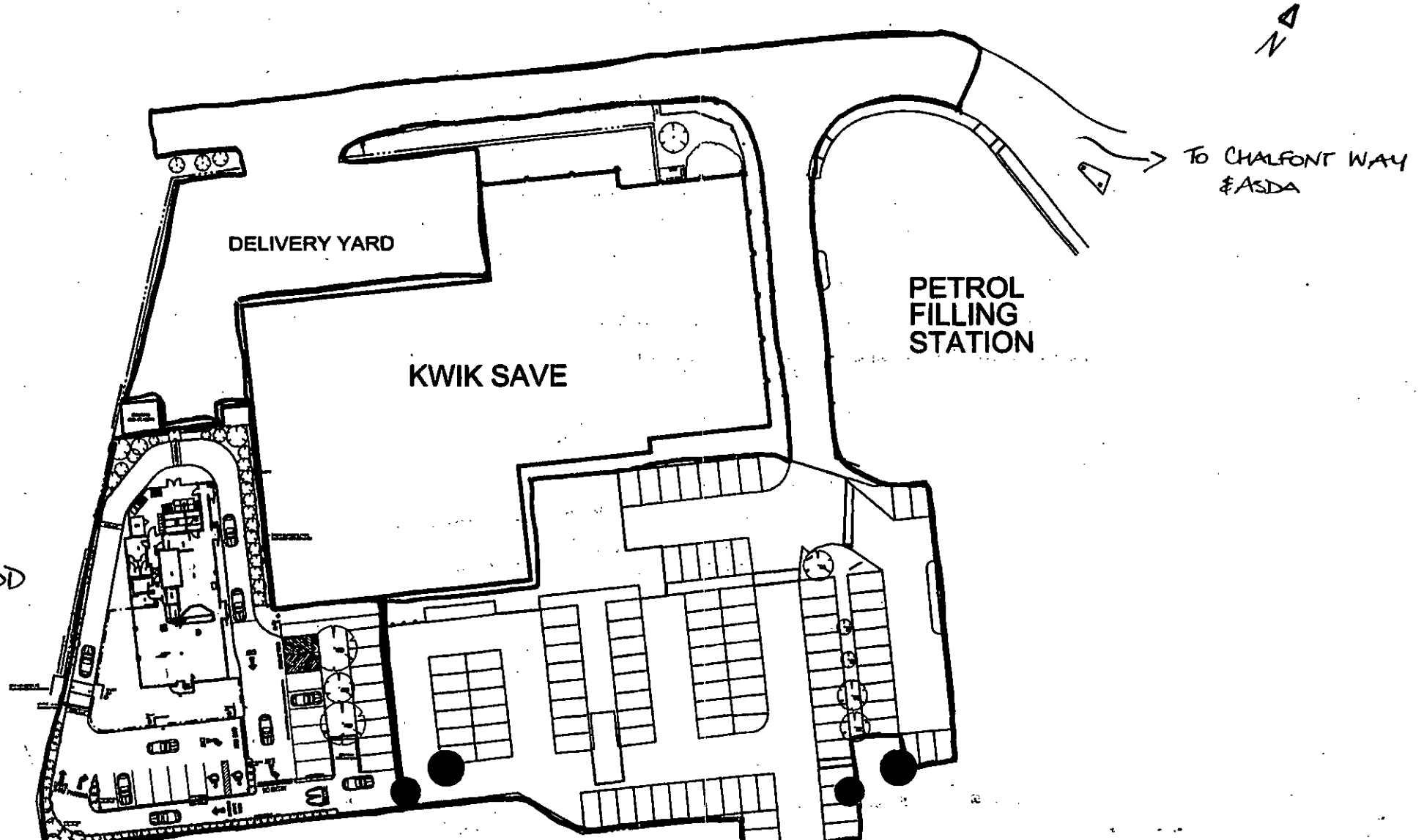
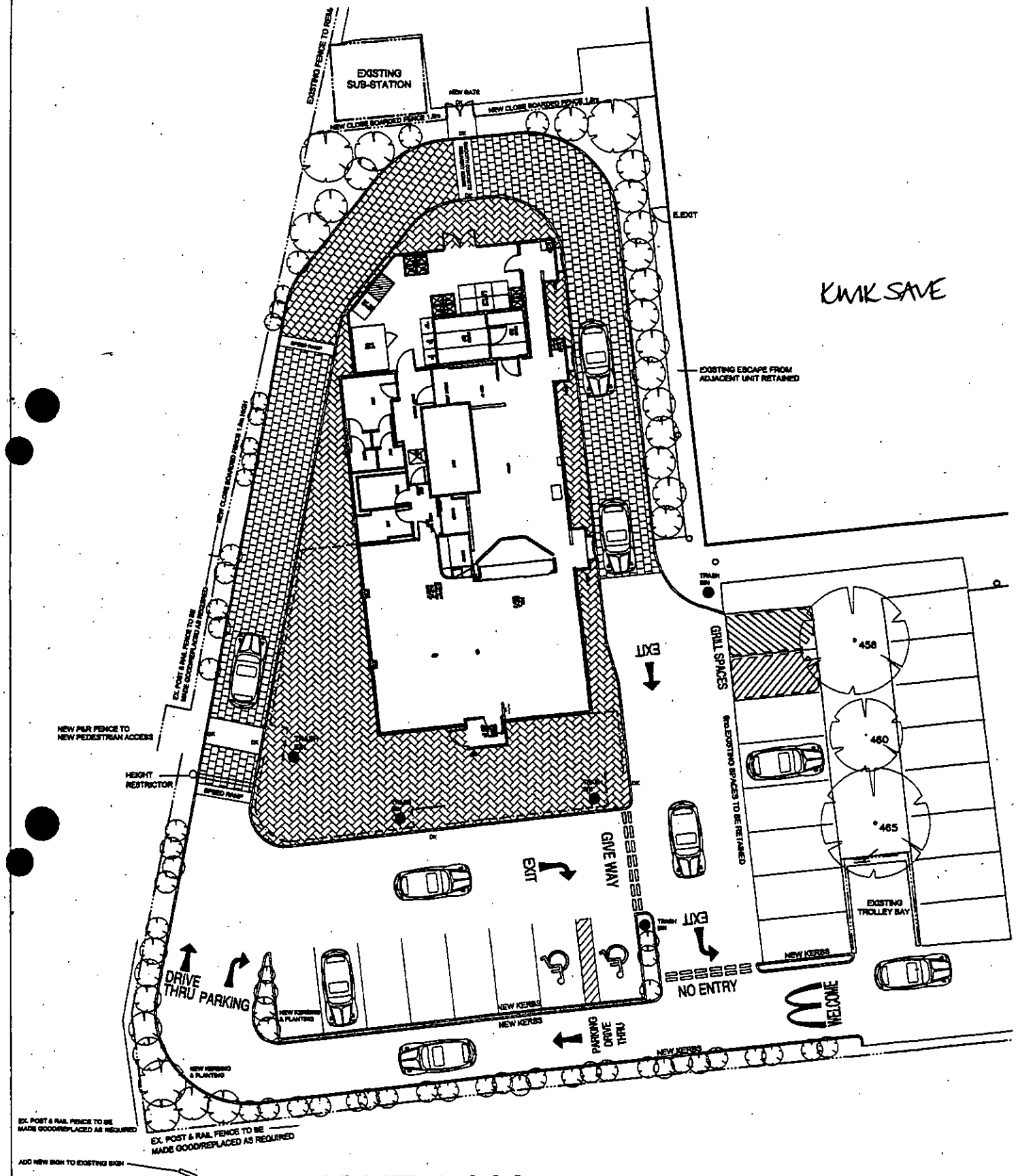


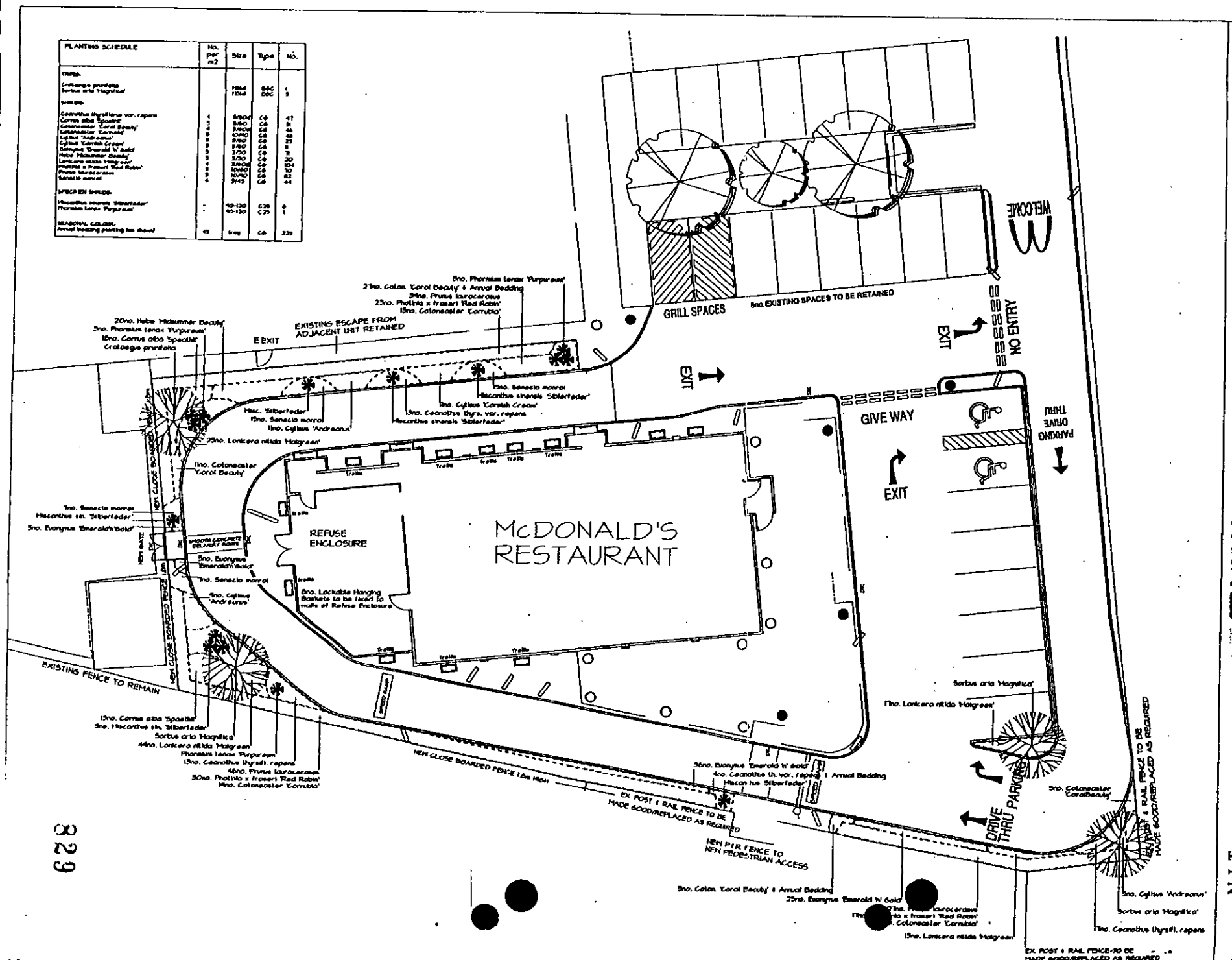
827

AREA DD



SITE LAYOUT 1:200

PLANTING SCHEDULE	No. per m2	Size	Type	No.
TREES:				
Crataegus prunifolia		H16d	BGC	1
Sorbus aria 'Magnifica'		H16d	BGC	5
SHRUBS:				
Ceanothus thyrsiflorus var. repens	4	5/60d	C6	47
Cornus alba 'Spaethii'	5	5/60	C6	8
Cotoneaster 'Coral Beauty'	4	5/60d	C6	46
Cotoneaster 'Cornubia'	5	10/40	C6	48
Cytisus 'Andreanus'	5	5/60	C6	25
Cytisus 'Cornish Cream'	5	5/60	C6	11
Euonymus 'Emerald 'n' Gold'	5	2/50	C6	8
Hebe 'Midsummer Beauty'	5	3/50	C6	20
Lonicera nitida 'Halgreen'	4	5/60d	C6	104
Photinia x fraseri 'Red Robin'	5	10/40	C6	10
Prunus laurocerasus	5	10/40	C6	82
Senecio monrol	4	3/45	C6	44
SPECIMEN SHRUBS:				
Miscanthus sinensis 'Silberfeder'	-	40-120	C25	6
Phormium tenax 'Purpureum'	-	40-120	C25	1
SEASONAL COLOUR:				
Annual bedding planting (as shown)	45	tray	C6	225



McDonald's

NOTES:

- Proposed Tree Planting
- Proposed Shrub Planting
- Proposed Climber
- Proposed Specimen Shrub
- Pre-Planted S/H Timber troughs & Half-Barrel Tubs
- MCI Trophy 'Designtimes' Planter to be supplied & fixed by Lacp Contractor
- Existing tree

CONSTRUCTION CONTRACTORS NOTE:

Construction Contractor is to ensure the following:

All concrete haunching to kerbs/paving/roads is to be kept to a minimum.
All hard panned sub-soil structure is to be ripped for drainage purposes prior to top-soiling.
All rubbish and construction debris 150mm in any direction to be removed.

FORMATION LEVELS PRIOR TO TOPSOILING:

a. TURF AREAS:
100mm below adjoining kerbs to allow for 100mm minimum of topsoil from back edge of top of kerb.

b. SHRUB AREAS:
350mm below adjoining kerbs to allow for 350mm minimum of topsoil from back edge of top of kerb.

c. TREE PLANTING:
Tree pits to be a minimum of 750x750x750mm in positions shown on drawing/s and backfilled with clean topsoil.

For main architectural drawing details refer:

lewis & hickey
chartered architects designers planners project managers
10 Farnham Road Guildford, Surrey GU1 4XA
tel 01483 568000
fax 01483 561322

ANDSCAPE CONSULTANT

Rowlandson House
289–293 Ballards Lane
Finchley N12 8NP

tel 020 8343 8222
fax 020 8343 8255
e-mail e.j.l@bitinternet.com

client: McDonalds Restaurants Ltd

title: Lower Earley Drive Thru'

scale: 1:100 drawn by: NJY

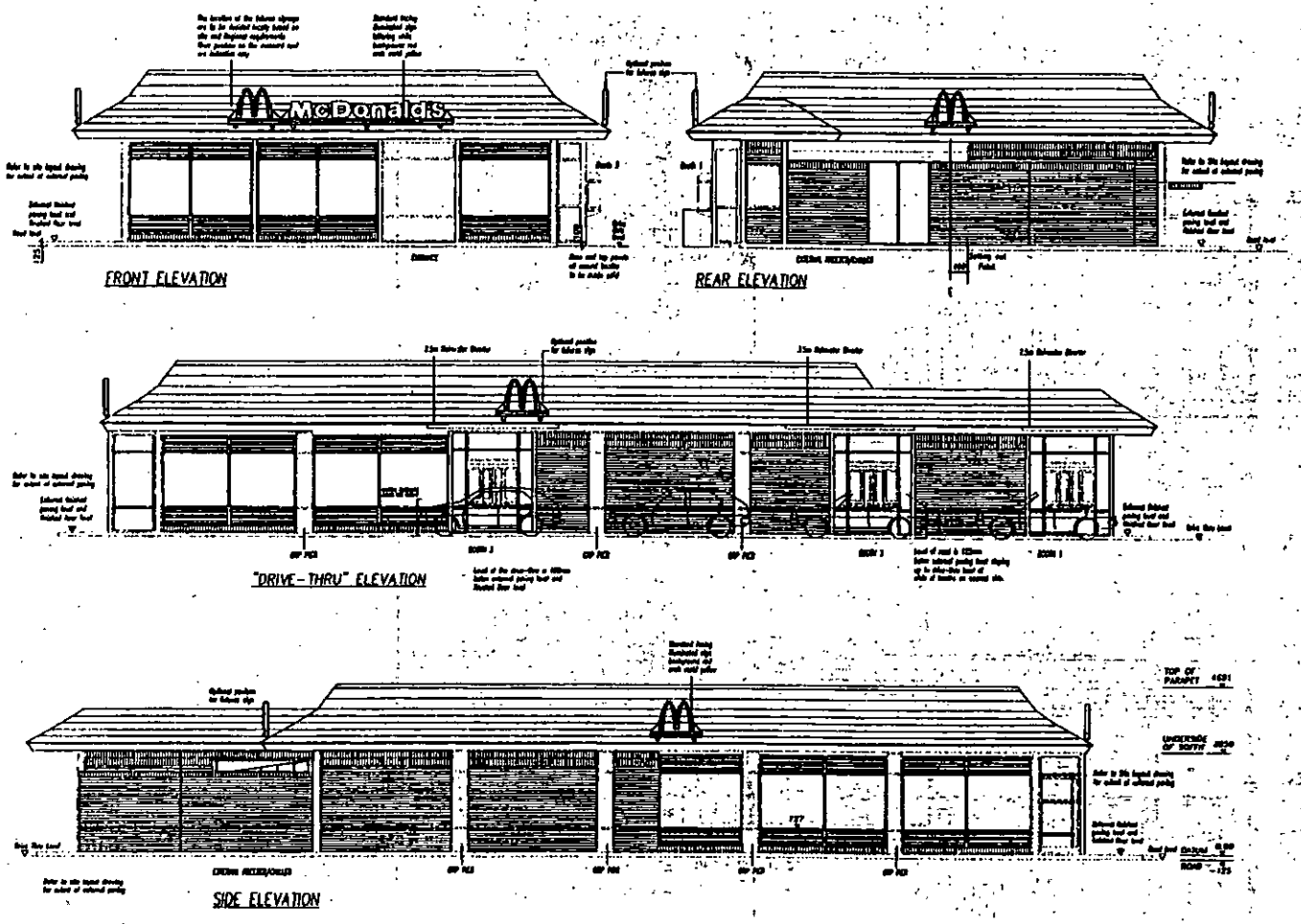
date: 05.00

drawing no.: 20-013-01 revision:

ADDITIONAL PLAN

1504

829



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Rev. No	Date	Revision	Drawn by	Checked

Client

McDonald's RESTAURANT

Project

LOWER EARLEY CHALFONT WAY

Drawing

PROPOSED ELEVATIONS

17 Dorset Square
London
NW1 6QB
UK
tel 0171 724 1611
fax 0171 724 2282

18 Farnham Road
Guildford, Surrey
GU1 4XA
UK
tel 01483 560908
fax 01483 564522

1 St Bernards Row
Edinburgh
EH4 1HW
UK
tel 0131 343 6222
fax 0131 332 7332

54 Fitzwilliam Square
Dublin 2
Ireland
tel +353(0) 1 662 4263
fax +353(0) 1 662 4264

lewis & hickey
chartered architects
designers planners
project managers

Scale	Date	Drawn by	Checked by
1:100	1/3/00	db	

DRAWING NUMBER:	Job No	Reg No	Rev No	Status
	4786	3		1

22 MAY 2000 1503

830

FILE NOTE 2/10/00

NEED TO CONSULT

LOCAL MEMBERS

ON LANDSCAPING

CONDITIONS 10-16

JGM

1327

WOKINGHAM DISTRICT COUNCIL

To Heather

Date 29/9 Time 14.05.

WHILE YOU WERE OUT

Name MR Golding

Of Ridge

Phone No. 9823088 Ext.

Phoned	✓	Please call back	✓
Called to see you		Will call back	
Wants to see you		Urgent	

MESSAGE Returning your call.

Signed H.

WOKINGHAM DISTRICT COUNCIL

ENVIRONMENTAL SERVICES DEPARTMENT

M E M O R A N D U M

From: Heather Morgan
Planning

To: Colin Lawley
Legal Services

My Ref: HPM/F/2000/1503 & 1504

Ext: 6446

Your Ref:

Date: 29/09/00

S106 AGREEMENT FOR McDONALDS AT KWIK SAVE, THE SQUARE, CHALFONT WAY, EARLEY

These applications went to Committee on 29 Development Control Committee on 27 September 2000 where it was approved subject to legal agreements. These sought a financial contribution of £20,000 towards improved pedestrian facilities in the vicinity of the application site on each application.

I enclose a copy of the original application forms and a site plan. I copy of the draft consent will follow ASAP.

Regards

Heather

Received by Wokingham District Council

Application No: F/2000/1503

PROPOSAL:
Proposed erection of A3 drive through restaurant (Duplicate Application)

LOCATION:
Land Adjoining Kwiksave, The Square, Chalfont Way, Earley, Reading.

The application is available for inspection at the locations & during the times detailed below:

WOKINGHAM DISTRICT COUNCIL, PLANNING RECEPTION, SHUTE END, WOKINGHAM between 8.30 - 5.00 Monday - Thursday & 8.30 - 4.00 Friday.
(TEL: (0118) 974 6428)
OR
WOODLEY LIBRARY, HEADLEY ROAD, WOODLEY between 9.30am - 7.00pm Mon, Thurs & Fri. 9.30am - 5.00pm Tues, 9.30am - 1.00pm Saturday. (closed all day Wednesday). If you intend to view this application at Woodley Library or Earley Town Council (see details above & below) please allow 4 days from the date of this notice for delivery of plans.
OR
EARLEY TOWN COUNCIL, RADSTOCK HOUSE, RADSTOCK LANE, EARLEY between 9.00am – 1.00pm & 2.00pm – 4.30pm Monday to Friday.
(TEL: (0118) 986 8995)

Comments should be sent in writing QUOTING THE APPLICATION NUMBER to the Case Officer Lynette Baker P.O. Box 157 Council Offices, Shute End, Wokingham Berkshire, RG40 1WR to arrive on or before 19/06/2000. Written comments submitted will become available for public inspection.

In view of the very large number of planning applications and letters of comment received, it will not normally be possible for an individual reply to observations made. However any comments will be taken into account when the application is determined and you will be notified of the decision.

Head of Planning and Transportation

26 May 2000

Tel: (0118) 974 6447

Date: 26 May, 2000

Your ref:

My ref: F/2000/1503

Councillor F Rolls
14 Tiptree Close
Earley
RG6 4HS

Environmental Services Department
Planning Services
P.O. Box 157
Shute End, Wokingham
Berkshire RG40 1WR
Tel: (0118) 974 6000
Fax: (0118) 974 6484
Minicom No: (0118) 974 6991
DX: 33506 – Wokingham

Dear Councillor

Application No: F/2000/1503

Applicant: McDonalds Restaurants C/O Hepher Dixon (C Potts).

Proposal: Proposed erection of A3 drive through restaurant (Duplicate Application).

Site Address: Land Adjoining Kwiksave, The Square, Chalfont Way, Earley, Reading.

This is to advise that I am in receipt of the above application.

Any applications for 10 or more new dwellings or more than 500 square metres of new industrial/office floor space will be considered at the next Service Amenity and Infrastructure (SAI) Panel meeting. If you have any suggestions that you feel should be taken into consideration relating to this or any other aspect of the application please contact the case officer Lynette Baker on (0118) 974 6447.

Yours faithfully,

John Mitchell

John Mitchell
Development Control Manager

Tel: (0118) 974 6447

Date:

My ref: F/2000/1503

Environmental Services Department
Planning Services
P.O. Box 157
Shute End, Wokingham
Berkshire RG40 1WR
Tel: (0118) 974 6000
Fax: (0118) 974 6484
Minicom No: (0118) 974 6991
DX: 33506 – Wokingham

CONFIDENTIAL

Councillor D Hare
9 Easby Way
Lower Earley
RG6 3XA

Dear Councillor

Application Number: F/2000/1503
Land Adjoining Kwiksave, The Square, Chalfont Way, Earley, Reading.
Proposed erection of A3 drive through restaurant (Duplicate Application).

I write to let you know that the above mentioned application has been recommended for APPROVAL: ☐ REFUSAL: ☐ under delegated powers.

If you have any questions please do not hesitate to contact **Lynette Baker** on **(0118) 974 6447**. If you then feel the application needs to be transferred to the next available Development Control Sub-Committee for decision please contact the Councillor for your area responsible for planning matters as soon as possible

Yours faithfully

John Mitchell
Development Control Manager

Tel: (0118) 974 6447

Date:

My ref: F/2000/1503

Environmental Services Department
Planning Services
P.O. Box 157
Shute End, Wokingham
Berkshire RG40 1WR
Tel: (0118) 974 6000
Fax: (0118) 974 6484
Minicom No: (0118) 974 6991
DX: 33506 – Wokingham

CONFIDENTIAL

Councillor F Rolls
14 Tiptree Close
Earley
RG6 4HS

Dear Councillor

Application Number: F/2000/1503
Land Adjoining Kwiksave, The Square, Chalfont Way, Earley, Reading.
Proposed erection of A3 drive through restaurant (Duplicate Application)

I write to let you know that the above mentioned application has been recommended for APPROVAL: ☐ REFUSAL: ☐ under delegated powers.

If you have any questions please do not hesitate to contact **Lynette Baker** on **(0118) 974 6447**. If you then feel the application needs to be transferred to the next available Development Control Sub-Committee for decision please fill in the form below.
This form must be received no later than _____

Yours faithfully

John Mitchell
Development Control Manager

LISTING FORM

Case officer: **Lynette Baker** Application Number: **F/2000/1503**
Land Adjoining Kwiksave, The Square, Chalfont Way, Earley, Reading.
Proposed erection of A3 drive through restaurant (Duplicate Application)

Transfer: Yes ☐ No ☐
Reason for Transfer:

_____

_____

Signed: _____ Date: _____

Councillor F Rolls

NB. It would be helpful for speedy decision making if you could respond, even if you do not wish this application to be transferred.

Tel: (0118) 974 6447

Date:

My ref: F/2000/1503

Environmental Services Department
Planning Services
P.O. Box 157
Shute End, Wokingham
Berkshire RG40 1WR
Tel: (0118) 974 6000
Fax: (0118) 974 6484
Minicom No: (0118) 974 6991
DX: 33506 – Wokingham

CONFIDENTIAL

Councillor A Spratling
18 Moor Copse Close
Earley
RG6 7NA

COMMITTEE

Dear Councillor

Application Number: F/2000/1503
Land Adjoining Kwiksave, The Square, Chalfont Way, Earley, Reading.
Proposed erection of A3 drive through restaurant (Duplicate Application).

I write to let you know that the above mentioned application has been recommended for APPROVAL: ☐ REFUSAL: ☐ under delegated powers.

If you have any questions please do not hesitate to contact **Lynette Baker** on **(0118) 974 6447**. If you then feel the application needs to be transferred to the next available Development Control Sub-Committee for decision please contact the Councillor for your area responsible for planning matters as soon as possible

Yours faithfully

John Mitchell
Development Control Manager

CTTEE NOTES

MacD

Concerns re r'about.
→ Addit. car movts minimal.
Peak trading – Sat lunch. – linked trips in the main.
– 6-8pm W'days.
Ftway – indep. safety audit.
& any other improvements. R'bout jct.

~~[illegible]~~ Members

Query re local cars – trip generation.
Ed. & Cult. Services 14/6 – objection raised.
Adverse impacts on adjac. park.
People use MacD. Filters re smells etc.
Strengthening of bank – not LA o'ship.
Shoed bkgp for cp, not a MacD.
Strengthen conds. l'scaping etc.
6-8 – v. busy. linked trips.
Jct improves on 90° bend.
Cul. Mill – inc. f'space – H'ways no obj. linked trips.

Ped. crossing ?
Signage – sep. applic^n. Releg. – listing
R'bout jct probs and 90° bend.

TC – no mob. inc. o'side the site.
ok if in line with safety audit.
proposing inc. traffic manage. within the site.

13 – Survey of strength & banking to be added. → Bldg Regs Informative.
✓ 10 & 16 – Member consultation. (incl. boundaries) – Note on file
Hrs 07.00 → 09.00 ?? traffic congestion. ✗
Ask for litter to be picked up – Informative.

Spoke to Cllr Rolls

letter to come from Ian Roots colleague (Ed. & Cultural Services) regarding the proposal.
Objecting to the detriment of the quiet environment of Chalfont Park.
Cllr Rolls to get copy of letter for tonights ~~[illegible]~~

Signif. further to the nth some 60m between the two.
Traffic generation & more unlikely to be suffic, to recommend a refusal. Large area of park.

[illegible]

1327

WOKINGHAM DISTRICT COUNCIL

To Hoskins

Date _____ Time _____

WHILE YOU WERE OUT

Name Sally Prentice

Of Barton Wilmore

Phone No. 020 7446 6888 Ext. _____

Phoned		Please call back	
Called to see you		Will call back	
Wants to see you		Urgent	

MESSAGE 102 Old Bath Road

Signed _____

QU'S AS A RESULT OF MSV

Ong. ESe Hsing. ~~[illegible]~~

① Which depot owns Area DD (with AS) ~~property to ES~~.
A-Spicer - managed & owned by Prop. Services

② Plang stand. for A3 on corner.

③ Plang stands for original scheme.

④ Plang stands (now) and for McDonalds.

⑤ Footway - where will it go? Along Embankment and Zig zag up by Culpepper Mill PH. Costed on this basis.

⑥ Retaining wall - do LA own? how easy to cut in? → would run along the bottom until the end. Not as steep here.
→ NO

⑦ Footpath thru Area DD - prejudice development?
Obvious pedestrian desire line.

⑧ Is footpath needed? Footpath on this side of road? ~~no~~ none exists at present.

⑨ Pedestrian crossing? Ped. refuge? would be as part of the proposal

Pedest. facil.
Ftway → Zig Zag
by PH

LA to decide how best to improve access to site

Pedest. facil - possibility of contribution towards a pedestrian crossing on the far side of the r'bout at jct of Rushey Way & Chalfont Way (nr Asda)
Improve ped. access & encourage altern. forms of transport. Obvious desire line already in use

STEVE 22/9/00

I've been asked to deal with some issues for the McDonalds application, which is going back to Cttee next Weds.

Tom knows about the scheme but I gather he's on leave bit Wed.

A s106 for a footway access has been suggested. Do you know where this might go? I need to establish if it crosses Area 00 adjacents (owned by LA) to speak to Property. I need to make sure this will not prejudice future development.

→ would we look for a crossing at the roundabout as well. Would seem sensible to link to bases opposite - This has not been discussed with McDonalds to date.

Members are also questioning the need for the footway at all.

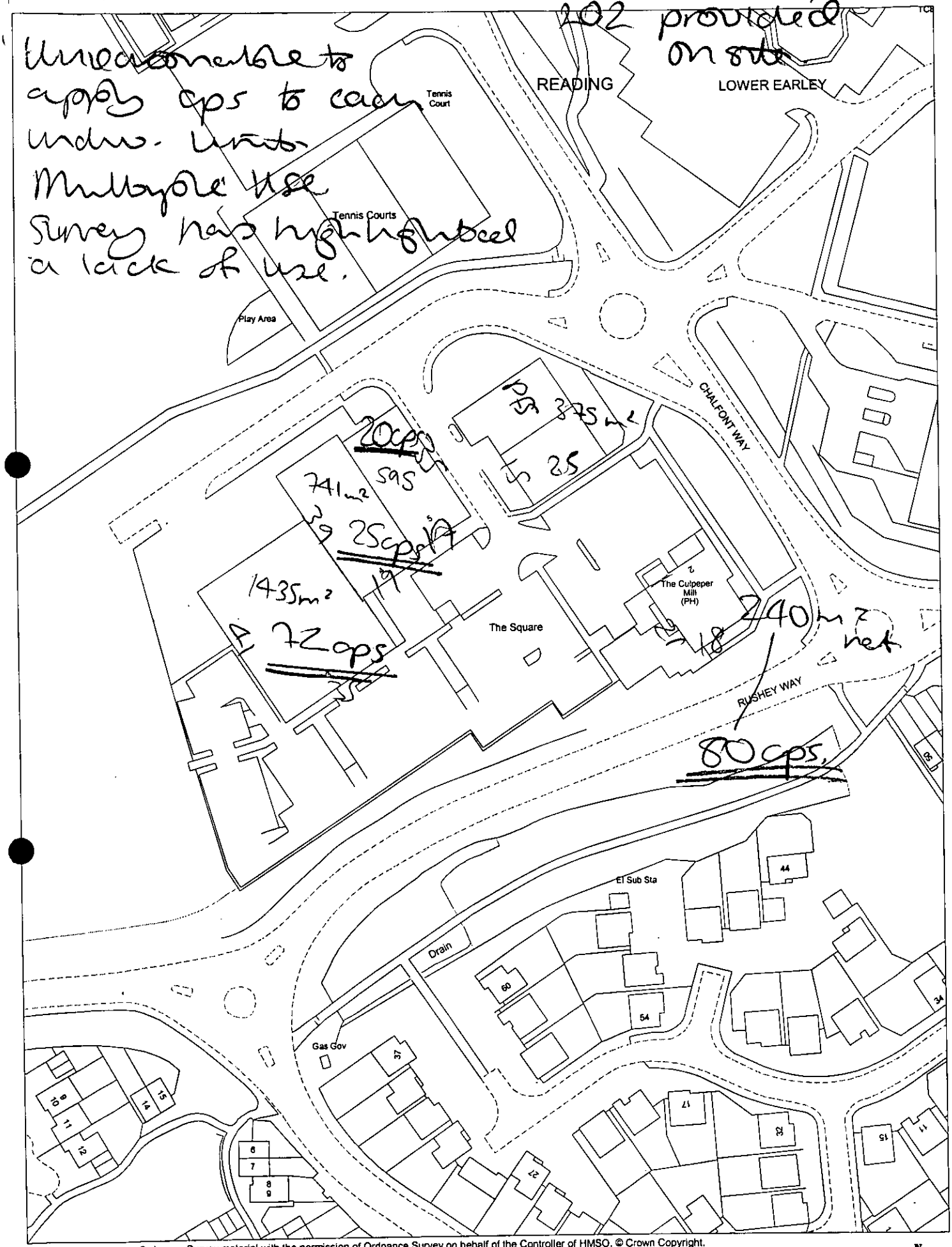
I'd appreciate any comments you can manage. If not, I'll need to clear Tom on Weds.

Ta Heather

(0118) 9732218 MIT

Pl space cps req ⇒ 197 spaces.
202 provided on site

Unreasonable to apply cps to each indiv. unit.
Multiple use survey has highlighted a lack of use.



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Development Control Section, Environmental Services, Wokingham District Council.
27 September 2000

Scale: 1 : 1250

N W E S

0.1945

41675

Chalfont Sq Chal. way.
L. Earley.

F/2000/884
Pubs extns, new pool, alts to fascia & other extensions
(AL/2000/215)

②

2000/884

H'ways – No objection. No requirement for extra parking spaces.

Only extension – 12.5m² between yard & the bar.

G'floor layout was changed, inc. the seating area significantly by reducing staff accommodation.

Carvery + Bar – 323m².

Plang Stand – 1cps per 3m² net floor area. avail. for customers.

Int. alts – extra 83m² provided.
H'ways stated no extra plang req'd.

communal

28 cps

communal spaces
Not reasonable to apply standard to each use

No assessment made of useage of ~~the~~ cp by the applicant.

Multiple use of the facilities.

④ Plang stand for McDonalds.

Net useable f'space.
Max 102m² 34 cps

44 spaces lost as part of proposal
no extensions used.

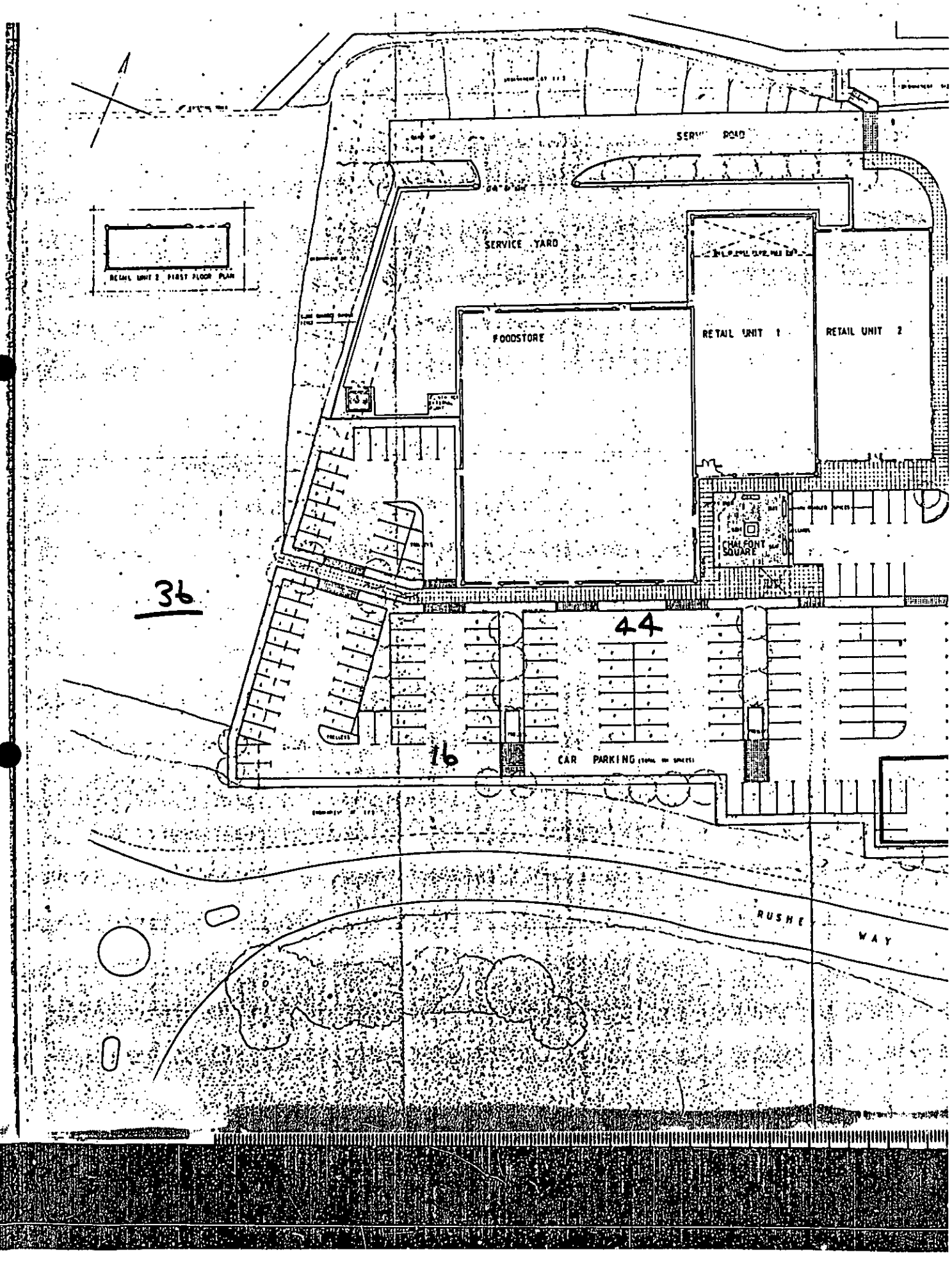
01945 Overall consent for L. Earley.
details on this site

3. **Consultations** -
   - ***Barkham Parish Council*** – no objection to revised plans (comments attached).
   - ***15 letters of objection (all to original plans: 3 from residential properties nearby and 12 from golf club members)***- would be visually intrusive, unacceptable in the Area of Special Landscape Importance and historic parkland. The new structures could be 'camouflaged' as trees. **Revised plans** – no letters received.
   - ***Bearwood Lakes Golf Club*** – **original plans** – object – the mast will be taller with extra paraphernalia on it and more cabins. The site is in an Area of Special Landscape Importance and historic park – should choose a less sensitive site. **revised plans** – would be even more obtrusive than the earlier proposal which was to some extent partially concealed by a large Oak tree (from the golf course and clubhouse). The drawings of the mast bulk are misleading as they don't show all the cables etc and the aerial arrays are drawn to be less bulky than they will appear. The lowest array on the new mast will be higher than the array on the existing mast – this will enable a further array. The shielding tree shown on the lower half of the proposed mast does not exist. The mast could become redundant with technological advances. The club has 780 members. Urges the proposed is refused.
   - ***Environmental Health Officer*** – on health grounds advises that the Chartered Institute of Environmental Health Officer's current policy is that the effect on human health based on scientific evidence is insignificant and not proven.
   - ***English Nature*** – does not wish to comment.
   - ***Landscape Officer*** –**original plans** – The site is located in an Area of Special Landscape Importance and Wildlife Heritage Site (WHS). The proposal (including new compound) will require several trees in the woodland to be removed and others may require cutting back. The new base will affect the ground flora within the woodland and the WHS which is a fairly narrow strip of woodland. **revised plans** – No objections as the re-siting addresses many of the previous concerns. Although the new mast will be taller than the existing, the reduction in size of the headframe means that overall, the new mast will cause no additional visual impact to the area than the existing.
   - ***Conservation Architect*** –**original plans** – the existing mast is screened by existing tree cover along the land and road. The plans do not show the proposal in the context of Coombes Land and Bearwood Road which are the principle public viewpoints. **revised plans** – overcomes previous concerns.

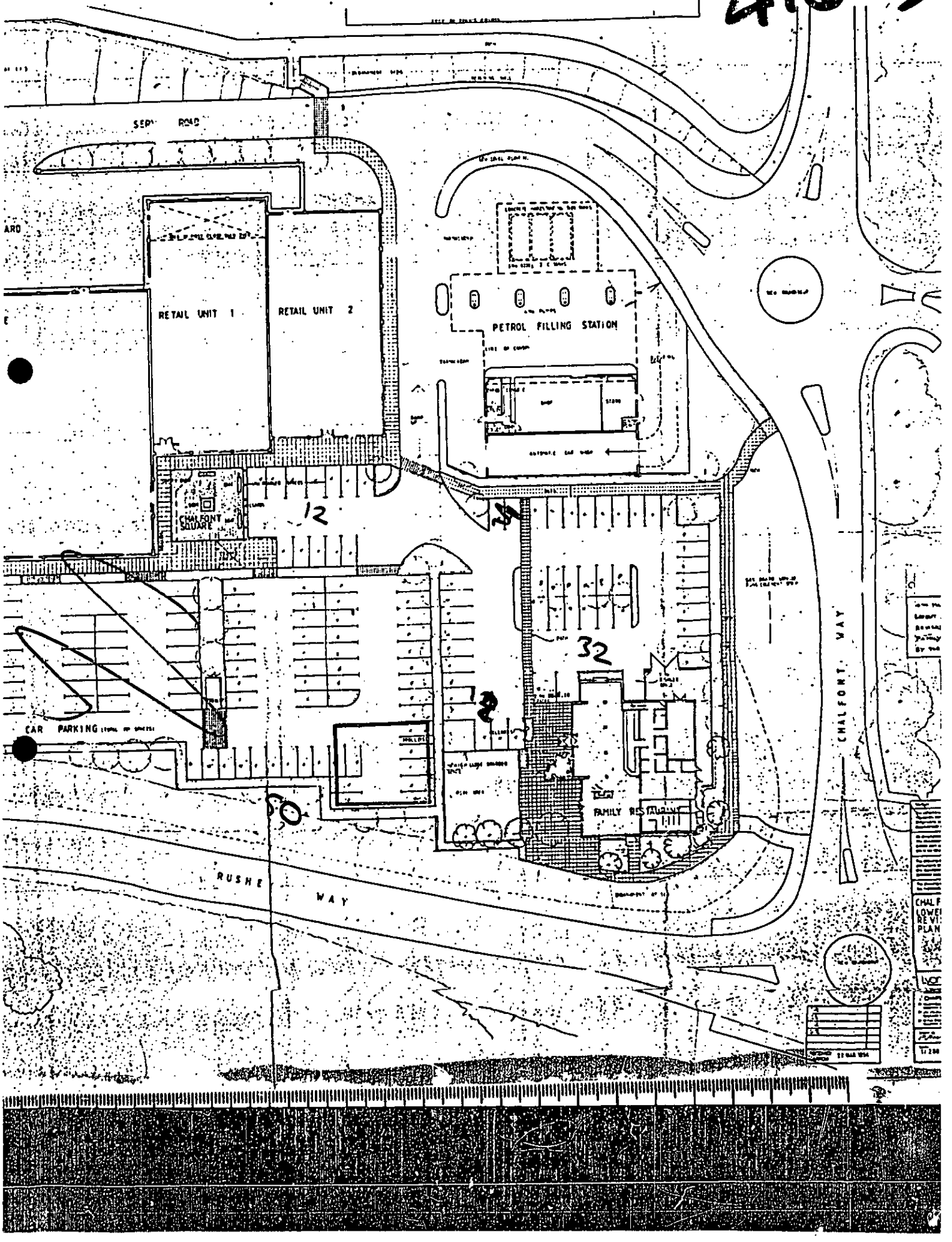
4. **Appraisal** – The main issues are:

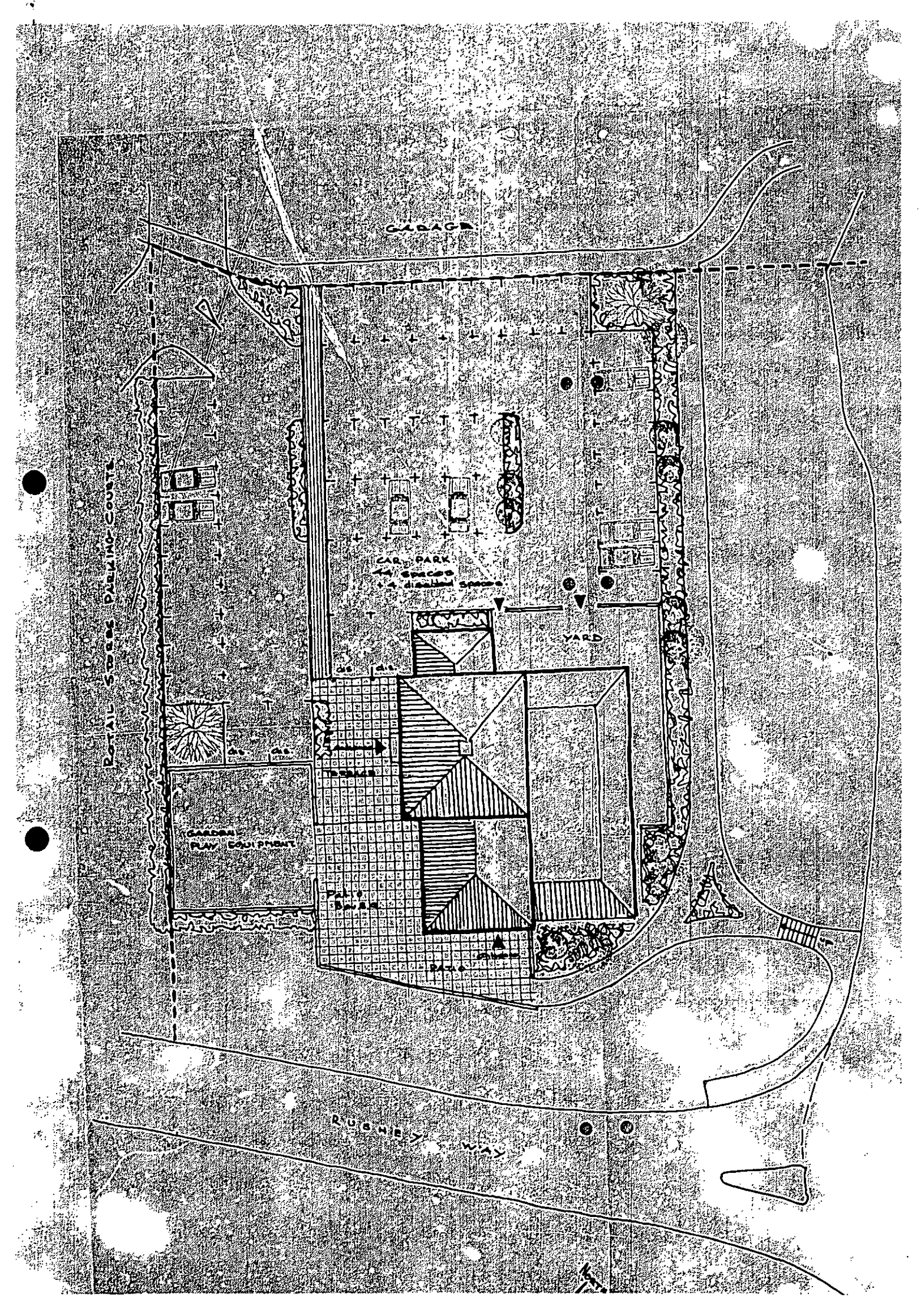
   A. Effect on the character and appearance of the area (Berkshire Structure Plan; Policies EN5, EN7, EN8, TC1; Loddon Area Local Plan Policies; LC3, LC9, LBE19; Wokingham District Local Plan (Deposit Draft) Policies; WLL2, WNC4, WHE9, WIC14; PPG8.
   B. Effect on residential properties.
   C. Potential interference with TV reception.

202 spaces in total.



41675


SERP ROAD
RETAIL UNIT 1
RETAIL UNIT 2
PETROL FILLING STATION
CHALFONT SQUARE
12
32
CAR PARKING
FAMILY RESTAURANT
RUSHE WAY
CHALFONT WAY


GARAGE
ROTAIL STORE PARKING COURTS
CAR PARK
44 spaces
+4 disabled spaces
YARD
TERRACE
GARDEN
PLAY EQUIPMENT
PATIO
RUSHEY WAY

range of commercial and community facilities provided by the Lower Earley District Centre. The site will be carefully landscaped, particularly on the boundaries to ensure that its impact upon the visual appearance of the locality is ameliorated. The principal building would be located away from the prominent southern escarpment and would be sunk down within the site to reduce its massing when viewed from Chalfont Park. Its design would enhance the character of the area.

The development would not affect any neighbouring houses. The closest residential properties are located on the south side of Rushey Way, at least 55 metres away from the proposed restaurant and separated from it by Rushey Way, the major local distributor road for Lower Earley. Houses to the north and east are separated from the development by Chalfont Park and open land respectively. Conditions relating to the operation of the car wash facility and requiring mechanical extraction equipment for the kitchen of the restaurant will be required.

5. Conclusion - The principle of mixed commercial use of the site as an extension to the Lower Earley District Centre has been established through the Local Plan process. The design and layout of the proposed development is satisfactory subject to the submission of satisfactory details of the design of the proposed roundabouts, and minor access and parking modifications. The development would not detract from the character of the locality or be detrimental to residential amenity.

6. Recommendation - Delegate to the District Planning Officer the authority to GRANT planning permission for this development subject to:

i) A legal agreement relating to the construction of the two roundabouts.

ii) [redacted] material adverse objections being received in response to the statutory advertisement of [redacted] (this expires on 18th November 1993);

iii) The submission of a satisfactory amended layout incorporating the Highway Authority's requirements and an additional footway link to the south of Chalfont Way, and

iv) Conditions relating to standard time, materials, landscaping, means of enclosure, hours of construction, haul routes for removal of excavated materials/delivery of construction materials, wheel cleaning, external lighting, prohibiting external loudspeakers/audio equipment, restricting hours of delivery, drainage matters, access and parking, submission of details of compressors for freezers and mechanical extraction equipment, the provision of a brick southern elevation and means of escape from fire in the proposed car wash.

EAK/TAM
10.11.93

Application No. **Received** **Earley**
F/2000/1503 & F/2000/1504 **22.05.00**

Applicant : **McDonalds Restaurants**
Location : **Land adjoining Kwiksave, The Square, Chalfont Way, Earley**
Proposal : **Erection of A3 restaurant and drive-through.**

1. This application was deferred at Development Control Committee on 6 September 2000 for a site visit, to assess the impact of the proposal upon the local highway network. Any comments received as a result of the site visit will be reported verbally at Committee on 27 September 2000.

6. **Recommendation** – GRANT planning permission, subject to conditions laid down in the attached report.

Heather Morgan

From: Heather Morgan
Sent: 22 September 2000 11:16
To: Andrew Spicer
Subject: McDonalds application

Andrew,
Members undertook a site visit this morning and asked which department within the Council owned Area DD. Could you let me know. I may also need to speak to you early next week about a possible footpath up to the site which may cross a section of Area DD> However, I need to speak to your highways section first.

Thanks

Heather Morgan

PLANNING SERVICES	HPT 34445
PDL	TLS
DC HM	ENF
APP	
CS	
20 SEP 2000	
COPIES TO:	ACK:
	FILE:

McDonald's™

Ms Heather Morgan
Planning Officer
Wokingham District Council
Civic Offices
Shute End
Wokingham
RG40 1BN

18 September 2000

Dear Ms Morgan

McDonald's at Lower Earley District Centre

Please find attached a copy of a letter that I have sent to Councillor Fiona Rolls as a follow up to previous correspondence between us and to address some of the points that she raised at the Planning Committee meeting on Wednesday 6th September.

You will note that I have copied the letter to all Committee Members as well as Tom Callaghan, for consideration.

I note that there will be a site visit shortly, to which we would be more than happy to attend if you feel that this would be helpful.

I look forward to hearing from you if you wish to discuss matters further and either I or our planning consultant, Chris Potts at Hepher Dixon would be pleased to address any additional questions that you may have.

Yours sincerely,

Andrew Watson

ANDREW J. WATSON BSc ARICS
Real Estate Surveyor

Subject to Contract

Cc: Chris Potts

MILLENNIUM EXPERIENCE
Official Sponsor

INVESTOR IN PEOPLE

McDonald's Restaurants Limited
11-59 High Road, East Finchley, London N2 8AW
Telephone **020 8700 7000** Facsimile 020 8271 4419

Registered Office 11-59 High Road, East Finchley, London N2 8AW
Registered in England No. 1002709

McDonald's™

Councillor Fiona Rolls
14 Tiptree Close
Earley
Reading
RG6 4HS

18 September 2000

Dear Councillor Rolls

McDonald's at Lower Earley District Centre

I am writing to you following the Planning Committee meeting on Wednesday 6th September, when a decision on the McDonald's application was deferred, pending a Members' site meeting.

I thought that it would be useful to make contact again, following my earlier letter to you dated 13th June, to address some of the issues raised at the meeting and furthermore to explain, in a little more detail, our approach to this site and how we have worked with your Officers to finalise a scheme that meets their approval.

As I have previously explained, McDonald's have been interested in the application site for over two years and we have agreed terms with the owner, British Land. .

This site is particularly attractive to us given that it is located within a District Centre where we can seek to enhance the attractiveness of the existing centre by providing an additional facility and draw trade from those using the neighbouring retail facilities in any event, as well as those already using the adjacent road network.

For all new McDonald's restaurants, we are very conscious to carry out extensive discussions with Local Authority Planning and Highways Officers to ensure that our proposals are in an acceptable form before being presented to Committee.

In recent years we have held discussions and meetings with your Officers regarding a number of sites in the district. Many of these we have not pursued following these consultations. However, the subject site at Chalfont Way is one which has always been encouraged and which, following the provision of additional supporting information, has met the Officers' approval.

The Planning Officer's report states that the development proposal 'conforms with all relevant criteria of Structure Plan policies S1 , S2 and national guidance'.

Furthermore, 'it is not considered that the proposal would have a detrimental impact on the character of the area'.

MILLENNIUM EXPERIENCE
Official Sponsor

INVESTOR IN PEOPLE

McDonald's Restaurants Limited
11-59 High Road, East Finchley, London N2 8AW
Telephone 020 8700 7000 Facsimile 020 8271 4419

Registered Office 11-59 High Road East Finchley London N2 8AW
Registered in England No. 1002769

The development is also considered to be acceptable on highways grounds. This followed the production of a Traffic Generation and Parking Assessment followed by a Safety Audit of the car park. We then met Tom Callaghan, your Highway's Officer, again, who raised the issue of pedestrian facilities. This has been addressed by our agreement to make a contribution of £15,000 - £20,000 towards improving pedestrian access to the site.

I note your comments regarding the access road, the roundabout at the site entrance and increased traffic in the area. These are all points that we have both considered and addressed in our Report and discussed with Officers, who have raised no concerns.

The location of the proposed restaurant on an existing retail centre, is very similar to many we operate throughout the country and is indeed a preferred form of development for us. It is a very sustainable development, utilising existing car parking and an existing customer base. Whilst there will be a slight increase in traffic, a high proportion of trips would be from those already using the road network, so that the increase would be insignificant. The planning officer commented in the committee report that 'the additional trips would not have an adverse material impact'.

I feel that we have, therefore, addressed all concerns raised and hope that these extensive negotiations will be taken into consideration.

You will note that I have copied this letter to all Committee Members, as well as your Planning and Highways Officers for their consideration.

I note that you will be having a site visit shortly, to which we would be more than happy to attend if you feel that this would be helpful.

I look forward to hearing from you accordingly and would be pleased to address any additional questions that you may have.

Yours sincerely,

Andrew Watson

ANDREW J. WATSON BSc ARICS
Real Estate Surveyor

Subject to Contract

CC: Heather Morgan, Planning Officer, Wokingham DC
Tom Callaghan, Highways Officer, Wokingham DC
All Planning Committee Members, Wokingham DC

In explaining the report, the Head of Planning and Transportation informed Members that five additional letters of objection had been received and that the first sentence of page 806 of the Agenda should read "increases of 428 sqm B1 use and 189 sqm B use are proposed which is 618 sqm in total."

Mr T. Walker attended the meeting and spoke in opposition to the proposal.

Mr Andrews, (Applicants Agent) attended the meeting and spoke in favour of the proposal.

In discussing the application various Members commented that a site visit would be useful in considering highway and other issues raised.

RESOLVED: That consideration of Application No.2000/1838 be deferred to enable a site visit to be undertaken.

100. APPLICATION NO: 2000/1503 & 2000/1504, PROPOSED ERECTION OF A3 RESTAURANT AND DRIVE-THROUGH, LAND ADJOING KWIKSAVE THE SQUARE CHALFONT WAY EARLEY, FOR MCDONALD'S RESTAURANTS

The Committee considered a report on this application as set on Agenda pages 818 to 835.
In explaining the report, the Head of Planning and Transportation informed Members that the applicant had agreed highways contributions of £20,000 referred to on paragraph 6, page 821 of the Agenda and not a figure between £15,000 to £20,000.

Mr A. Watson (Representing McDonalds) attended the meeting and spoke in favour of the application.

In considering the application Members raised a number of concerns regarding access and the traffic implications of the proposal.

RESOLVED: That consideration of Application No. 2000/1503 & 2000/1504 be deferred to enable a site visit to be undertaken.

101. APPLICATION NO: 2000/1807, PROPOSED TWO STOREY SIDE AND SINGLE STOREY REAR EXTENSION, 2 RAMSBURY DRIVE EARLEY, FOR MR M. FOWLES.

The Committee considered a report on this Application as set out on Agenda pages 831 to 835.

In explaining the report, the Head of Planning and Transportation informed Members that five additional letters of objection had been received.

Mrs Dils attended the meeting and spoke in opposition to the proposal.

Mr M. Fowles, the applicant attended the meeting and spoke in favour of the application.

During the discussion of the application, Members raised concerns regarding the effect on the street scene of the proposal and the risk of over-development of the site including the creation of a terracing effect.

RESOLVED: That Application No. 2000/1807 be refused on the grounds

1) That it represented an over-development of the site.
2) That this would adversely effect the street scene of the area resulting in a terracing effect.

ADDITIONAL INFORMATION IN RESPECT OF F/2000/1504

LAND ADJOINING KWIKSAVE, THE SQUARE, CHALFONT WAY, EARLEY

(1)

The second paragraph of the Planning History refers to policy PWE4 of the Loddon Area Local Plan, and area DD. The report states that this allows for the expansion of the commercial area. This is not entirely correct. The relevant part of the policy states

"On the extended area provision will be made either for a mixed use development or a use (uses) compatible with and complementary to the district centre as a whole together with some residential development, set within a strong landscape context and incorporating areas of public access."

This has been carried forward by proposal WSH20 of the Wokingham District Local Plan (Deposit draft) as modified. Any community uses proposed as part of a mixed use scheme should be compatible with adjacent land uses.

The current proposal would not prejudice the implementation of a mixed use development. Landscaping and fencing is to be provided along the boundary with area DD which would be adequate to screen adjoining land uses from vehicles using the drive thru.

(2) Confirmation from the agent that a combination of up to 20% is acceptable. Could be worded in such a way that unused money is returned after a certain time period.

Verbally advised Members at this at Cttee on 6/9/00

Application No. **Received** **Earley**
F/2000/1503 & F/2000/1504 **22.05.00**

Applicant : **McDonalds Restaurants**
Location : **Land adjoining Kwiksave, The Square, Chalfont Way, Earley**
Proposal : **Erection of A3 restauarant and drive-through.**

1. **Planning History** - Outline application 01945 set out broad areas for development within this part of Earley, and identified an area adjoining Elm Lane for commercial development. The proposal site lies within this commercial area, to the west of Elm Lane, adjoining and to the south of Kwik Save, within the car park area. The site is elevated above the level of the road to the south, and separated from it by an embankment. To the west is an undeveloped area and to the north west an area of public open space.

   Policy PWE4 of the Loddon Area Local Plan allows for expansion of the commercial area to the east of Chalfont Way (Area DD) with uses 'compatible with and complementary to the District Centre as a whole'. The proposal site adjoins Area DD.

2. **Proposal** – comprises duplicate applications for the erection of a single storey restaurant of 75-85 seats (320 square metres), with a drive-thru facility to allow customers to purchase their food without leaving their vehicles. Opening hours as proposed are 7 a.m. until 11 p.m.

3. **Consultations** -
   - ***Earley Town Council:*** objects – see attached.
   - ***Environmental Health Officer:*** no objection subject to conditions regarding extraction and filtration systems, litter control, opening times and delivery hours.
   - ***Landscape Officer:*** full landscape plan required, which should show planting along western boundary of the site
   - ***Highway Authority:*** No objection subject to a financial contribution of 15–20k for footway improvements and conditions.
   - ***Letters:*** 9 objecting, on the following grounds:
     increased traffic, noise, particularly during anti-social hours, litter, enough similar outlets in the area already, loss of privacy, light pollution, erosion of open space.

4. **Appraisal** – The main determining issues are:

   A. Whether the principle of the development is acceptable (Berkshire Structure Plan policies S1 and S2; Wokingham District Local Plan policy WSH3; Planning Policy Guidance Note 6 - Town Centres and Retail Developments.)
   B. Impact of the development on the character of the area and on the amenity of neighbouring properties (Loddon Area Local Plan policies LBE1 and LBE2; Wokingham District Local Plan policy WOS3).

C. Highway Issues (Berkshire Structure Plan policy LD5)
D. Concerns of the Town Council and Local Residents.

A. The Principle of Development.
Proposals for retail and leisure uses should be considered against PPG6, which aims to sustain and enhance the vitality and viability of existing town and district centres through the application of a sequential approach to such developments.

The proposal site lies within the District Centre of Lower Earley, as identified in Structure Plan policy S1. Policy S2 of the Structure Plan requires proposals to be consistent with the role of the centres in which they are situated in the hierarchy set out in policy S1. It also requires the proposal to provide enhancements to these centres, including the provision of a range of shops, improved access and parking, and the provision of housing, leisure and social facilities. There is no objection to the proposal on highway grounds. The proposal is considered to maintain and enhance the vitality and viability of the existing shopping centre. Financial contributions have been agreed to provide better pedestrian linkages. The proposal would not affect parking provision and is deemed to be in an accessible location. The scheme conforms with all the relevant criteria of Structure Plan policies S1, S2 and national guidance.

B. Impact of the development on the character of the area and on neighbouring properties.
The proposal would be located within the existing commercial area comprising several retail outlets, a garage and a pub. It would adjoin an area which is currently undeveloped, and which is allocated in the Local Plan for further commercial development. The boundary between the site and this open area comprises a 0.6 metre high post and rail fence. Some of this would be replaced by a 1.8 metre high close boarded fence. The site is therefore visible from the area to the west, and it is elevated above land to the south by some 4-5 metres. However, it would be seen against a backdrop of other commercial uses and their signage, and it would not be seen from Chalfont Way. The proposed building itself is not considered to be obtrusive as it is single storey, 4.8 metres high, and in-keeping with other buildings in that location. It is not considered that the proposal would have a detrimental impact on the character of the area.

The nearest residential properties are located some 50 metres to the south of the site boundary, in Fakenham Drive and Bradmore Way. The proposed building will be set back to the north of the site, and its impact on these properties is considered to be minimal. Although there will be an increase in the amount of traffic using the site, it is already in use as a car park, and it is not considered that the impact of the increase in traffic will cause sufficient detriment to warrant refusal on these grounds. The applicants submitted an assessment of other restaurants regarding linked trips. Interview surveys have demonstrated that the amount of newly generated trips is in the order of 30% whereby 70% of the traffic generated is associated with linked and diverted trips that are already on the highway network. It is acknowledged that during peak periods congestion already occurs on the highway network in the

vicinity of the site. However, the number of additional trips generated by the restaurant during these periods is relatively small and it is not considered there would be an adverse material impact.

While no signage or lighting is proposed as part of this application, such development could be controlled through the planning process. The Environmental Health Officer has requested that conditions are imposed on this proposal to control noise and smells from extraction equipment. The hours of opening proposed are from 7 a.m. until 11 p.m. As the pub and garage are open at this time, it is considered that 11 o'clock closing is acceptable during the week; the Environmental Health Officer recommends that the restaurant should be closed at 10.30 p.m. on Sundays and Bank Holidays. Delivery hours are proposed to be controlled through a condition limiting them to between 7 a.m. and 11 p.m. Mondays to Saturdays and at no time on Sundays or Bank Holidays.

Litter is a recognised problem at the District Centre; objections to this proposal have been received on the grounds that the existing litter problem could be exacerbated. A condition could therefore be proposed to ensure that provision is made for waste and litter control measures as part of the application. In addition, McDonalds undertake 'litter patrols' at all their sites in order to minimise this nuisance.

C. Highway Issues.

The proposal would involve a net loss of 30 car parking spaces from the site. A traffic report has been submitted as part of the application covering the level of usage of existing car parking and a safety audit covering traffic management of the car park and pedestrian safety. On the first issue of car parking, surveys were carried on Friday 17th and Saturday 18th March 2000. The surveys were undertaken at times that would coincide with both the peak of the existing supermarket and that of the proposed restaurant. On both occasions the surveys demonstrated that the car park was under utilised and that the restaurant and associated car parking could be accommodated. It also identified that the area in which the restaurant is to be located is the area least used and would therefore cause least disturbance to existing users of the car park. Concerns had also been expressed by the LPA regarding the queuing of traffic travelling through the drive-thru. However the drive-thru lane can accommodate 18 vehicles without unduly interfering with the restaurant customers or the remainder of the carpark, which should be sufficient for all but exceptional circumstances. On this basis it would be inappropriate for the Highway Authority to object to the proposed development on grounds of insufficient parking alone.

With regard to traffic management of the car park and pedestrian safety, the applicants' agent commissioned an independent safety audit which identified a number of areas that need to be addressed by way of condition. However, it did identify that pedestrians were accessing the site via the embankment from Rushey Way where currently no footway exists. The applicant has therefore agreed to offer a financial contribution of £10,000 towards improved

pedestrian facilities in the vicinity of the site. Although this is accepted in principle, the Highways Department consider an appropriate amount to be in the order of £15-20,000. This would enable the Authority to provide a staggered footway along the embankment linking Rushey Way with the site to alleviate the problem of pedestrian access.

D. Concerns of the Town Council and local residents.

i. Highway issues: these are discussed under paragraph 4C. above.
ii. Design: the proposed design is considered to be entirely in keeping with other buildings on the site. It will not be very visible from Rushey Way or Chalfont Way and is not considered to be a distraction to drivers.
iii. Impact on neighbouring properties and opening hours are addressed in paragraph 4B above.

5. **Conclusion** – The proposed development conforms with development plan policies and national guidance for retail and leisure proposals. It is not considered that the proposal would result in detriment to existing properties or to the character of the area, and it is considered to be acceptable in Highway terms.

6. **Recommendation** – GRANT planning permission subject to a S106 agreement to secure a financial contribution of £15,000 to £20,000 towards improved pedestrian facilities and to the following conditions:

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

2. Prior to the commencement of development a scheme indicating the provision to be made for people with disabilities to gain access to the building shall be submitted to and agreed in writing by the Local Planning Authority. The agreed scheme shall be implemented before the development hereby permitted is brought into use, and thereafter maintained as such.

3. No construction work of any sort shall take place other than between the hours of 0800 and 1800 Monday to Fridays and 0830 to 1330 Saturdays and no work shall take place on Sundays or Bank Holidays.

4. Prior to the commencement of development details of the proposed slab levels of the proposed building shall be submitted to and approved in writing by the Local Planning Authority. The constructed development shall not vary from the approved levels.

5. The area shown on the permitted drawings for vehicle parking, turning, loading and off-loading shall be kept available for such uses and no development, whether permitted by the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order) or not, shall be carried out on the land so shown or in such a position as to preclude vehicular access to this reserved space.

6. The area shown on the permitted drawings for vehicle parking and turning shall be kept available for such use and no development, whether permitted by the

Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order) or not, shall be carried out on the land so shown or in such a position as to preclude vehicular access to this parking space.

7. Provision shall be made to accommodate all site operatives' visitors' and construction vehicles loading, off-loading, parking and turning within the site during the construction period in accordance with details to be submitted to and agreed in writing by the Local Planning Authority.

8. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on the adjacent public highways in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

9. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include [proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc); proposed and existing functional services above and below ground (eg. drainage power, communications cables, pipelines etc indicating lines, manholes, supports etc); retained historic landscape features and proposals for restoration, where relevant].

10. Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed number/densities where appropriate; implementation and maintenance programme.

11. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons (1 November - 31 March) following the first occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the landscaping die, are removed or become dangerous, damaged or diseased shall be replaced in the next planting season with others of similar size and species.

12. Existing trees, hedgerows and shrubs identified on the approved plans for retention shall not be damaged or destroyed, nor shall they be uprooted, felled or pruned for a period of 5 years after completion of the permitted development. Any trees, shrubs or hedgerows removed or which die or become dangerous, damaged or diseased before the end of that period shall be replaced with new trees, shrubs or hedging species of such size, species and in such number and position as may be agreed in writing by the Local Planning Authority before the end of the first available planting season following their loss or removal (November - March inclusive).

13. All hard landscape works shall be carried out in accordance with the approved details. The hard landscape works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed with the Local Planning Authority.

14. Details of any lighting shall be submitted to and approved in writing by the Local Planning Authority before commencement of development. Development shall be carried out in accordance with the approved details prior to commencement of use.

15. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed in accordance with the approved details before commencement of use.

16. A landscape management plan, including long term design objectives, management responsibilities, timescales and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the building for its permitted use. The landscape management plan shall be carried out as approved.

17. Before the building operations hereby permitted are commenced, samples and details of the proposed external materials shall be submitted to and approved in writing by the Local Planning Authority and no external materials shall be used other than those approved.

18. All plant, machinery and equipment installed or operated in connection with the carrying out of this permission shall be so enclosed and/or attenuated that noise therefrom does not exceed a level of 5dB(A) below the existing background level (or 10 dB(A) below if there is a particular tonal quality) when measured according to BS4142 1997, at a point 1m to the nearest noise sensitive property, at any time.

19. All ventilation of smoke, steam and cooking fumes to the atmosphere shall at all times be filtered to avoid nuisance from smell, grease or smoke to persons in neighbouring or nearby properties. Details of the nature and location of such ventilation and filtration equipment shall be submitted to and agreed in writing by the Local Planning Authority before the installation and shall be installed before the use hereby approved commences and shall thereafter be maintained. (Details to include outlet height, which in general should be at least 1m above ridge height of the nearest building.)

20. The premises shall not remain open for serving of customers after 23.00 hours Monday to Saturday, and 22.30 hours Sundays, bank holidays or other public holidays. The premises shall not open for the serving of customers until 07.00 Mondays to Sundays, inclusive of Bank Holidays.

21. No deliveries shall be accepted at the premises other than between the hours of 07.00 hours and 23.00 hours Monday to Saturday and at no time on Sundays or bank or other public holidays.

22. Details for the storage of waste on the premises and litter control measures shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development and thereafter be retained for the duration of the development hereby approved.

23. Prior to the development commencing, detailed plans shall be submitted to and approved by the Local Planning Authority showing proposed internal traffic management/calming measures. Details should include the recommendations set out in the applicant's safety audit. The development shall not be occupied until the car park has been laid out in accordance with the approved details.

24. Details of cycle parking provision shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development. The racks shall be in place prior to commencement of use and shall be permanently retained.

Reasons

1. In pursuance of Section 91(1) of the Town and Country Planning Act 1990.
2. To ensure appropriate access for the public.
3. 14.18.19.20.21. In the interests of residential amenity.
4. In the interests of the character and amenities of the locality.
5. Development without adequate provision for the accommodation for the parking of vehicles and for loading and off-loading would lead to those activities being inconvenient to other road users and detrimental to highway safety.
6. 23. In the interests of highway safety.
7. 8. In the interests of highway safety and convenience.

9.10.11.15.16. To enable the development to assimilate into its surroundings.

12. In the interests of the future health and amenity value of the trees.

13.17. To ensure a satisfactory external appearance.

22. In the interest of the appearance of the site.

24. To encourage the use of alternative forms of transport.

Lynette Baker

WORK SHEET FOR : Lynette Baker

Application Number : F/2000/1503

Applicant : McDonalds Restaurants C/O Hepher Dixon (C Potts).

Location : Land Adjoining Kwiksave, The Square, Chalfont Way, Earley, Reading.
Proposal : Proposed erection of A3 drive through restaurant (Duplicate Application)

Site Notice Displayed ? :

YES	NO	DATE

Date of Neighbour Notifications : .....

Date of Site Visit : .....

Date Registered : 22/05/2000

Earliest Date for Decision : 19/06/2000

Latest Consultation Date/Site Notice Expiry Date : 19/06/2000

Application Expiry Date: 17/07/2000

Consultation Responses :

Planning Issues :

Application Number: F/2000/1503

Appraisal :

Recomendation : Approval: ☐ **Refusal:** ☐
(tick appropriate box)

Application Number F/2000/1503
Conditions/Reasons for Refusal

No	Std Con	Std Reas	Non Std Conditions / Reasons for Refusal

RECORD OF SITE VISIT

SITE ADDRESS: Land Adjoining Kwiksave The Square, Chalfont Way Earley Reading.

APPLICATION NUMBER: F/2000/1503

OFFICER: Lynette Baker

DATE OF SITE VISIT: 6

1 SITE/STATUTORY NOTICE DISPLAYED ? ✓

2. DESCRIPTION OF SURROUNDINGS Comm area.

3. DESCRIPTION OF SITE/BUILDING Car Pk - little used landscaping.

4. RELATIONSHIP TO ADJOINING PROPERTIES Vacant overgrown area to west. Hs visible ✱

5. SITE CONSTRAINTS

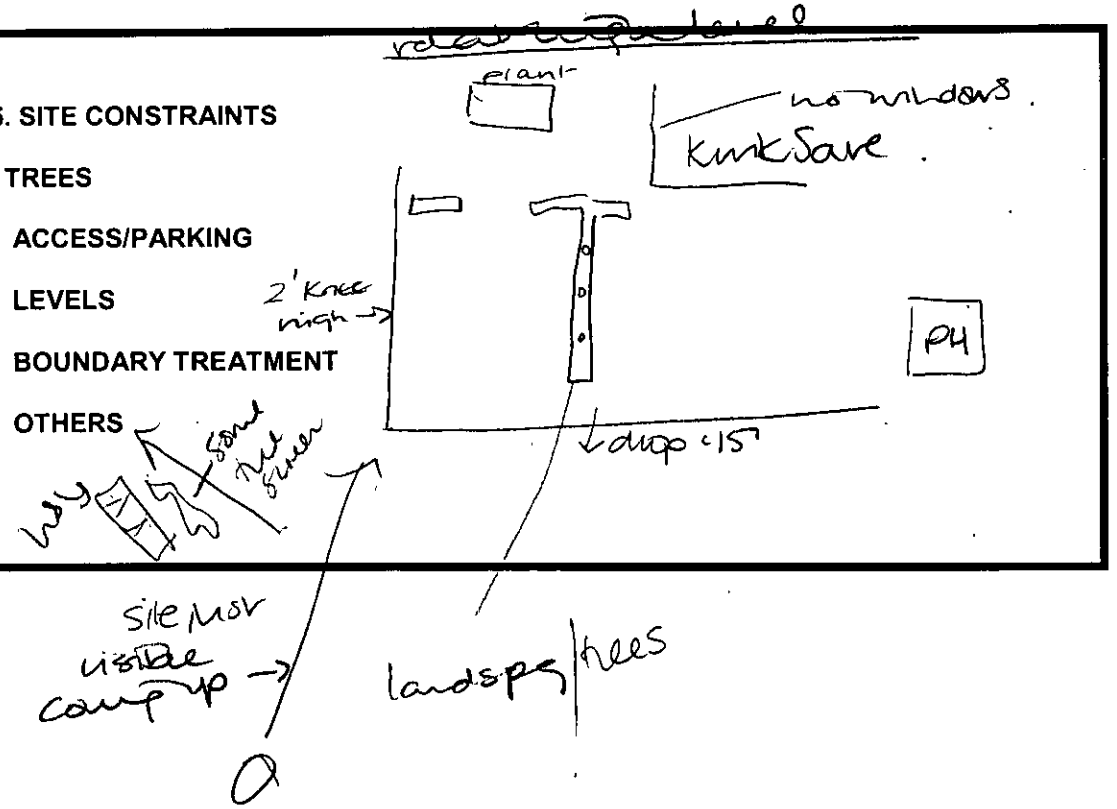
TREES

ACCESS/PARKING

LEVELS

BOUNDARY TREATMENT

OTHERS



Tel. Con. Cllr Rolls 4/9/00

① Bottom part of carpark has slipped in the past & been shored up. Need to est. from Property whether the shoring up would cope with the constant vehicle movements of MacDonalds.

② Had expected comments from Ian Roots (Leisure & Cultural Services) in respect of the application. Nothing is in the report.

③ Rest of 'Area DD' – report says to designated for commercial use. Incorrect. Understood it was originally for housing → given to leisure uses.

- Need to est. its current status.
  Cllrs Rolls & Sprathing had assumed the site was now available for community purposes. Doesn't want the footpath improved or access into the adjoining site.

④ Have residents been notified of Cttee?

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① Spoke to Andrew Spicer, Property. → Deal with at Cttee if raised by Cllr Rolls.
Remedial works carried out by the owners. Can only assume the remedial works were successful.

- Spoke to Tom Callaghan.
  Applicants responsibility. Their Structural Engineers should make an assessment of the situation. Could add an informative advising them to check on this if necessary.

② Ian Roots on leave. Left message for Lisa Jarvis to ring me 4/9

③ Spoke to A. Spicer.
Identified site in the LP. District Centre for mixed use. Residential / community and compatible uses. Restricted expansion. Predominantly housing. Access to this site 'DD' → off Chalfont Way at the back of the shops. This road could be extended into the site. Other possible access to the site

CANCELLATION

The Company will indemnity the Insured up to the Sum Insured in respect of loss of deposits or cancellation charges levied for pre-booked transport and accommodation in the event of cancellation of the entire trip prior to its commencement as a result of travel being prevented by:-

1) Death, injury or illness as certified by a doctor, summons for jury service or as a compulsory witness in a court of law (other than in the line of duty) to be undertaken during the Period of Insurance, compulsory redundancy qualifying for payment under the current Redundancy Legislation and notified after the date or effecting the Insurance, of (a) the Insured (b) a person with whom the Insured had arranged to travel (c) a close relative of the Insured (d) a close business associate of the Insured upon whom the Insured Person's business in the U.K. depends (e) the host of the Insured or a member of the host's family residing with the host.
2) A complication of the Insured's pregnancy or the duration of such pregnancy exceeding 30 weeks on the date of departure from the U.K.
3) Unavoidable delay exceeding 12 hours at the final point of departure from the U.K. as a result of failure or disruption of the pre-booked public transport service in which the Insured was due to depart from the U.K., where no alternative form of transport is offered.

Exclusions

(i) The first £35 (£15 in respect of deposits) of each claim for each Insured Person. (ii) Any claim arising from a medical condition existing prior to the payment of the insurance premium or from a recurrent condition (a) in respect of which a doctor would advise against travel or that treatment may be required during the duration of the trip (b) for which the sick person has symptoms which are awaiting or receiving investigation, tests, treatment, referral or the results of any of the foregoing (iii) Any additional charges incurred as a result of any delay in the insured cancelling the booked arrangements.

REBOOKING COSTS

Following the payment of a claim under the cancellation section of this policy the Company will indemnify the insured by direct payment to the travel company named in the document. In respect of any additional holiday costs incured due solely and directly to increase in prices following the insured rebooking the cancelled trip, through the travel company named in this document, to depart within 12 months of the date of the original departure

MEDICAL EXPENSES

The Company will indemnify the Insured up to the Sum Insured following illness or injury of the Insured occurring during the Period of Insurance by reimbursement of necessary receipted costs in respect of medical, surgical or hospital treatment, drugs or appliances, all provided or prescribed by a doctor of medicine and given and incurred during the holiday or journey together with the travelling costs incurred in order to obtain such treatment.

Exclusions and Warranty:- see below

REPATRIATION EXPENSES

The Company will indemnify the Insured up to the Sum Insured

1) Following illness or injury of the Insured or of the person travelling with the Insured or following death, injury or illness of either an Insured Person's close relative or a close business associate of the Insured upon whom the Insured Person's business in the U.K. depends to pay (i) costs, necessarily incurred, in respect of repatriation to the U.K. or repatriation home in the U.K. if holidaying in the U.K. (ii) additional costs, necessarily incurred, of accommodation and subsequent repatriation if the trip is extended.
2) Following the death of the Insured during the Period of Insurance to pay (i) all costs in respect of repatriation of the Insured to the U.K. undertaker specified by next-of-kin or (ii) the reasonable cost of burial or cremation in the country where death occurs excepting U.K. but not exceeding the cost of repatriation to the U.K.

Exclusions and Warranty:- see below

CURTAILMENT & HOSPITAL BENEFIT

Following Insurers admitting liability for a claim within the repatriation section of this policy to reimburse a pro-rata amount of the Insureds pre-paid travel and accommodation costs following curtailment by early return to the U.K. or by attendance at a hospital abroad as an inpatient but not exceeding the Sum Insured.

Exclusions applying to Medical Expenses, Repatriation Expenses and Curtailment

(i) The first amount of each claim for each event for each Insured Person as follows: (a) In respect of durations up to 6 months = £35 (b) In respect of durations between 6 months and 9 months (persons aged up to 60) = £70 (persons aged over 60) = £140 (c) In respect of durations in excess of 9 months (persons aged up to 60) = £105 (persons aged over 60) = £210 (ii) Medical conditions existing prior to departure from the U.K. or any consequence thereof not supported by a Doctor's written confirmation of fitness to undertake the journey and that the condition in question is not likely to require medical intervention during the Period of Insurance or for which the sick or injured person has symptoms and is awaiting or receiving treatment, investigation, tests, referrals of the results of same (iii) (a) Manipulative treatment unless prescribed by a doctor (b) Alternative medicine (iv) The cost of replenishing supplies of any medication prescribed before commencement of the journey or the continuance of any treatment that commenced before the Period of Insurance (v) Dental treatment (vi) Costs incurred by an Insured travelling abroad specifically to obtain medical treatment (vii) (a) Any costs incurred in respect of treatment that can reasonably wait until the insured has returned to the U.K. (b) Cover only applies for emergency treatment necessary in respect of the acute condition occurring during the Insured Period and does not cover costs in respect of treatment of any underlying or related chronic condition (viii) All liability following the Insured acting against medical advice (ix) Any expenses incurred more than 12 months after the date of the illness or injury occurring (x) Any claim resulting from a pregnancy, or complication thereof, which would normally have exceeded 32 weeks at the end of the Period of Cover.

Warranty applicable to Medical Expenses and Repatriation Expenses and Curtailment

In the event of death, or in the event of injury or illness likely to result in hospitalisation, repatriation, or any alteration in travel plans then immediate advice must be given to the Medical Assistance Service as specified in this policy and liability shall only attach in respect of expenses agreed by them. It is further warranted that the Insured shall take all reasonable action to obtain medical treatment within any existing reciprocal health care agreement and recover any refunds within that agreement to which they may be entitled. Furthermore the Insured (and/or their legal representative) hereby authorise the release of any medical information as may be required to the Underwriter's appointed doctor. It is further warranted that any costs reasonably incurred by the Medical Assistance Service on behalf of the Insured and for the benefit of the Insured in any emergency situation shall not be deemed to be an admission of liability under this insurance. Any refunds in respect of pre-paid un-used travel or accommodation shall inure to the benefit of the Company.
We reserve the right to repatriate the Insured Person to the UK when in the opinion of the doctor in attendance and our medical advisers the Insured Person is fit to travel.

LUGGAGE and PERSONAL MONEY

The Company will indemnify the Insured up to the Sum Insured following accidental loss of or damage to luggage and personal effects, cash, travel tickets all being owned and taken on the trip, or purchased during the trip, by the Insured.

Warranty

It is warranted that:-

1. The Insured shall (a) take all reasonable care for the supervision of the property (b) immediately report all loss of or damage to property to either the police or other relevant authority and obtain from them a written report in substantiation of the claim. All necessary action to recover the property should be undertaken. (c) produce receipts or other evidence of value and ownership where possible and in any event in respect of any item valued in excess of £100. Where this is not done liability shall be limited to £100.
2. Liability shall be limited to the intrinsic value of the property (to reflect age and wear and tear) or where applicable to the cost of repair whichever is the lesser.

Exclusions applying to Luggage and Personal Money

(i) The first amount of each claim for each event for each Insured Person as follows:- (a) In respect of durations up to 6 months = £35 (b) In respect of durations between 6 months and 9 months = £70 (c) In respect of durations in excess of 9 months = £105 (ii) Liability in excess of £200 in respect of personal money (iii) Liability in excess of £400 in respect of all jewellery, furs, watches and other valuables which is deemed to include, and shall in no event exceed £200 in respect of any one article (including a set) and all photographic, video and other equipment. (iv) Loss of money, jewellery, furs, watches, valuables, photographic, video and other equipment whilst unattended or from luggage in transit (v) Loss or damage to:- (a) Spectacles, sunglasses, dentures, or any other aids or appliances (b) Sports equipment and protective clothing (vi) Loss or damage in the custody of an airline or other carrier recoverable from such carrier. (vii) Any damage to, caused by or resulting from, fragile or perishable articles whilst in transit.

LUGGAGE DELAY

If the entire luggage of the Insured is temporarily lost or delayed in transit on the outward journey from the U.K. and not returned to the Insured within 24 hours of the discovery of same the Company will indemnify the insured with a payment up to £50 for each full 24 hours without luggage in respect of receipted emergency essential replacements purchased by the Insured.

PERSONAL LIABILITY

The Company will indemnify the Insured up to the Sum Insured against all sums the Insured becomes legally liable to pay as damages together with claimant's costs in respect of:-
(a) Accidental bodily injury to or death or illness of any person
(b) Accidental loss of or damage to material property
occurring during the Period of Insurance. The Company will in addition pay all costs and expenses incurred with its written consent.

Exclusions

(i) The ownership, possession or use of any aircraft, watercraft or mechanically propelled vehicle (ii) Loss of or damage to property belonging to or in the custody or control of the Insured or any member of the Insured's family or household including the ownership, possession or use of any building or land (iii) Any wilful or malicious act (iv) The pursuit of any trade business or profession (v) Bodily injury, death or illness of the Insured or any member of the Insured's family (vi) Liability assumed under agreement unless such liability would have attached notwithstanding any such agreement.

PERSONAL ACCIDENT

In the event of the Insured sustaining bodily injury arising wholly and exclusively from violent accidental external and visible means which injury shall solely and independently of any other cause result in his/her death or disablement within twelve calendar months of the injury, the Company hereby agrees to pay to the Insured or in the event of death to his/her legal personal representative the following percentage of the Sum Insured.

Table of Compensation

(a) Death, loss of one or more limbs or one or both eyes – 50% (b) Permanent total disablement – 100%

Definitions

Loss of Limb: loss or severance at or above the wrist or ankle or total permanent loss of use of an entire arm or leg.
Loss of eye(s): total or irrecoverable loss of sight.
Permanent total disablement: bodily injury other than above which totally incapacitates the Insured from engaging in or attending to any occupation for at least twelve calendar months from the date of the injury and at the end of that time rendering the Insured beyond hope of improvement.
Provided that: (i) the benefit payable under (a) above is reduced to £1,000 if the Insured is under the age of 16 or over the age of 65 at the time of death (ii) the total compensation in respect of anyone Insured shall not exceed the Sum Insured.

LOSS OF PASSPORT

In the event of the loss of a passport being the property of the Insured during the Period of Insurance to reimburse the Insured in respect of the cost of an emergency replacement or temporary passport obtained whilst abroad including reasonable and receipted travelling expenses incurred in order to obtain same.

LEGAL EXPENSES

The Company will indemnify the Insured up to the Sum Insured in respect of legal costs and expenses incurred in the pursuit of compensation and or damages for personal injury or death during the Period of Cover.
It is a condition of this Section that the Company shall have complete control over all negotiations, legal proceedings and the appointment and control of a solicitor.

Exclusions

(i) The first £35 of each and every claim for each insured person (ii) Costs or expenses incurred in pursuance of any claim against a Tour Operator, Travel Agent, Insurer or Carrier (iii) Any claim reported more than 180 days after the commencement of the incident giving rise to such claim (iv) Any claim where in the Company's opinion there is insufficient prospect of success in obtaining reasonable benefit (v) Costs or expenses incurred prior to the acceptance of the claim by the Company (vi) Any claim by one member of the Insured party against any other member of the Insured party.

FLIGHT DELAY

In the event of a delay occurring to the pre-booked outward flight from the UK or to the return flight to the UK the company will make a payment of £20 after the first full 12 hours of delay and £10 for each subsequent full 12 hours of delay up to the sum insured.

MISSED DEPARTURE

In the event of the Insured unavoidably missing the departure of an aircraft on which they had been booked to travel in accordance with the itinerary supplied to them by the travel company named in this document due to the failure or disruptrion of connecting transport, the Company will reimburse the Insured up to the Sum Insured in respect of the cost of additional travelling expenses incurred for alternative arrangements booked solely through the travel company named in this document if the insured is unable to reasonably reorganise the travel plans and is as a result stranded at such a departure point.

GENERAL EXCLUSIONS

The Company shall not be liable in respect of the following:-

1. Any claim (a) sustained whilst suffering from alcoholism or drug addiction (b) attributable to the influence of alcohol or drugs not prescribed by a qualified medical practitioner (c) due to or arising out of (i) a criminal act, psychiatric illness, anxiety or depressive conditions, terminal illness, A.I.D.S., HIV and/or any mutant derivative or variation, sexually transmitted disease, suicide or attempt thereat, deliberate exposure to danger (ii) engaging in winter sports or the use of underwater breathing apparatus (unless appropriate premium paid), mountaineering or rock climbing involving the use of ropes or guides, pot holing, racing, or any other hazardous pursuits (iii) flying other than as a passenger in a fully licensed aircraft.
2. Any circumstances manifesting themselves subsequent to the date of booking the trip but prior to the date of issue of the insurance.
3. Any costs or expenses which are recoverable from any other source.
4. Any liability, howsoever arising, resultant from (i) the use of either faulty or inferior property or property not fulfiling its purpose (ii) the lack of provision of any service or the provision of such service not being of an appropriate standard (iii) the diversion of any aircraft.
5. Any liability resulting either directly or indirectly from any supplier of travel or associated services ceasing to trade.
6. Any consequence of war, invasion, act of foreign enemy, hostilities whether war be declared or not, civil war, riot, civil commotion or workers or other persons taking part in a labour dispute, rebellion, insurrection, military or usurped power.
7. Legal liability of whatsoever nature or loss or destruction of or damage to any property whatsoever or any loss or expense whatsoever resulting or arising therefrom or from any consequential loss directly or indirectly caused by or contributed to by or arising from (i) ionising radiation or contamination by radioactivity from any nuclear fuel or from any nuclear waste from the combustion of nuclear fuel (ii) the radioactive toxic explosive nuclear component thereof.

GENERAL CONDITIONS

1. The insurance premium is not refundable under any circumstances other than during the period as defined in the paragraph headed "Option to Cancel" overleaf.
2. Cover for children aged under 2 is limited to Cancellation, Medical and Repatriation expenses only.
3. No liability shall attach in respect of persons who are not resident of the U.K. where such liability would not have existed had the person been a permanent resident of the U.K.
4. The Insured shall take all reasonable precautions to avoid injury loss or damage.
5. Any word or expression to which a specific meaning has been attached in any part of this policy shall bear such meaning wherever it may appear.
6. Except under Personal Accident, if any loss, damage, injury, liability or expense is the subject of any other insurance the Company shall not be liable to pay except in respect of any excess beyond the amount which would have been payable under such other insurance had this policy not existed.
7. (i) (a) The travel company named in this document is not a servant or agent or employee of the Insurers named herein (b) the Insured shall at the time of effecting this insurance disclose to Chase Parkinson Limited directly any facts that could be material to this insurance (ii) if, after the payment of the premium and the issue of cover but before commencement of travel, the Insured shall suffer from a chronic or an acute medical condition which may affect the travel plans or may require medical intervention during the Period of Insurance then such condition shall be disclosed to Chase Parkinson Limited directly.
8. On the happening of any event which may give rise to a claim the Insured shall (a) give immediate written notice but in any event within 28 days of the date of the occurrence to CHASE PARKINSON LTD (b) furnish at the Insured's expense such reports information and proof as may reasonably be required.
9. The Insured is not at the time of effecting this insurance aware of any circumstances which are likely to result in a claim under this policy.
10. All liability shall cease upon the return of the Insured to the U.K. or upon their admission into medical care in the U.K. whichever shall be the sooner.
11. If any claim upon this Policy be in any respect fraudulent or if any fraudulent means or devices be used by the Insured or anyone acting on his behalf to obtain benefit under this Policy all benefit thereunder shall be forfeited.
12. In the absence of Insurers written agreement to the contrary this policy shall be governed by the law applicable to your UK home address.
13. The Company shall be entitled at its own expense to take any proceedings it considers reasonable in the Insured's name to recover any payment made under this policy and any amount so recovered shall belong to the Company.
14. In respect of journeys eminating from and returning to Australia/New Zealand then all reference to "UK" wherever it appears in this document shall be substituted by "Australia/New Zealand"

off Beeston Way.
Potential impact of the civic town Facility head up to the boundary.

(3) Need to address in amendment sheet.

(4) All those who wrote in with 'objs' letters would have been notified. (Theresa can check).

Morgan (x1)

Reg: 373398

Valid only in respect of travel & other arrangements specifically booked through the Travel Company named in this document in respect of departures between 1/4/99 - 31/3/2000

This Document provides details of the cover provided by a Master Policy held by:-

THIS IS YOUR INSURANCE DOCUMENT No:

AUS/990 10376

Please keep it safely

AUSTRAVEL

TRAVEL INSURANCE

Effected with and providing the security of

CORNHILL INSURANCE plc

Managed by

CHASE PARKINSON LTD - TRAVEL INSURANCE SPECIALISTS

P.O. Box 400, Weybridge, Surrey KT15 3LU **Telephone: 01 932 336655**

COVER		SUM INSURED
Cancellation	-	Up to the Final Invoice Cost
Rebooking Costs	-	£500
Medical Expenses	}	£5,000,000
Repatriation	}	
Curtailment and Hospital Benefit	-	Up to the Final Invoice Cost
Luggage	-	£2,500
Personal Money	-	£300
Luggage Delay	-	£250
Personal Liability	-	£2,000,000
Personal Accident	-	£25,000
Loss of Passport	-	£350
Legal Expenses	-	£25,000
Flight Delay	-	£150
Missed Departure	-	£2,000

VALIDATION OF COVER

Cover is validated only when this document is issued in conjunction with a Booking Confirmation/Invoice issued by the Travel Company named above stating details of the Insured travellers, the period of cover, the travel details and the premium paid.

OPTION TO CANCEL

This is your insurance certificate - please read it carefully to ensure that it meets your requirements. In the event that it does not, you may cancel the insurance and receive a refund of the full premium paid, provided that:-

a) At the time of cancellation you have not commenced the travel arrangements to which this certificate relates, nor have the travel arrangements been cancelled.
b) Such notice of cancellation is confirmed in writing to the Company who issued the insurance within 14 days of premium receipt.
c) Such notice shall immediately extinguish the insurance from the commencement of the period of cover and shall absolve insurers of any liability hereunder.

THE INSURED

The Insured shall mean any person included on the Booking Confirmation/ Invoice issued by the Travel Company named above in respect of whom an Insurance premium has been paid. Cover for children aged under 2 is limited to Cancellation, Medical and Repatriation expenses only.

Period of Cover: In respect of Cancellation Cover from the date of premium receipt until leaving residence in the UK on the date of travel. In respect of all other parts of Cover from the commencement of travel date from the U.K. until return to the U.K. but not exceeding the Period of Insurance. In respect of one-way journeys cover will cease 24 hours after arrival at the final destination. In the event of the period of the journey being extended due to illness or injury of the Insured or their travelling companion this insurance is automatically extended until, at the Insurers option, the person concerned is either fit to return to the UK or until they have arrived home or been admitted into medical care in the UK. In the event that the Insurers exercise their right under the warranty applying to the medical expenses and repatriation expenses and curtailment sections of the policy to repatriate an Insured Person and that person then refuses to be repatriated, all cover under this policy will cease from the time when the repatriation could have been arranged to take place.

EMERGENCY ASSISTANCE & REPATRIATION

In the event of death or in the event of injury or illness resulting in any of the following, immediate contact must be made with the emergency assistance service:-

(i) HOSPITALISATION
(ii) REPATRIATION
(iii) ALTERATION IN TRAVEL PLANS

INTERNATIONAL MEDICAL RESCUE

From the UK:-
Telephone: 0181 669 9292
Fax: 0181 669 3442

From Overseas:-
Telephone: +44 181 669 9292
Fax: +44 181 669 3442

When calling state the identity of the Insured, this Document No. and the identity and telephone number of the treating doctor.

CLAIMS must be notified immediately in writing to Chase Parkinson at the address shown above

MEDICAL TREATMENT IN AUSTRALIA - MEDICARE

Should you require medical treatment in Australia you must enrol with MEDICARE. It is not necessary to enrol on arrival, you can simply do this after the first occasion on which you receive treatment.

In-patient and out-patient treatment at a public hospital is then available free of charge.

Should you be admitted to hospital then immediate contact must be made with INTERNATIONAL MEDICAL RESCUE and their authority obtained in respect of any treatment NOT available under MEDICARE before such treatment is provided.

Complaints Procedure

Should you have any cause for complaint the following guidelines are intended to assist you. In the first instance you should write to the General Manager at Chase Parkinson Ltd:- General Manager, Chase Parkinson Ltd, PO Box 400, Weybridge, Surrey, KT15 3LU

Should the matter not be resolved to your satisfaction then please write directly to the Insurance Company at the address given:- The Manager, Cornhill Insurance Plc, Cap Gemini House, Church Street West, Woking, Surrey, GU21 1HD

As a final measure please write to the Chief Executive of the Insurer:- Chief Executive, Cornhill Insurance Plc, PO Box 10, 57 Ladymead, Guildford, Surrey, GU1 1DB

Should you remain dissatisfied you can also write to the Association of British Insurers:- Association of British Insurers, 51 Gresham Street, London, EC2V 7HQ

In addition to the foregoing if you are still not satisfied you can refer any dispute to the Insurance Ombudsman:- The Insurance Ombudsman, City Gate, 135 Park Street, London, SE1 9EA

Computer Date Recognition

This policy does not cover any claim arising directly or indirectly from, or consisting of the following:
The failure or fear of failure of any computer programme, whether owned by the Insured or not, to recognise or to correctly interpret or process any date as its true calendar date, or to continue to function correctly beyond that date.
But this exclusion shall not apply to Personal Accident, Medical Expenses, Curtailment and Repatriation claim.

Tel. 0118 974 6446 (Direct Line)
E-mail: Heather.Morgan@wokingham.gov.uk
Date. 5 September, 2000
My ref. HPM/F/2000/1503
Your ref.

Environmental Services Department
Planning Services
P.O. Box 157
Shute End, Wokingham
Berkshire RG40 1WR
Tel: (0118) 974 6000
Fax: (0118) 974 6484
Minicom No: (0118) 977 8909
DX: 33506 – Wokingham

Mr. C. Potts,
Hepher Dixon,
100 Temple Chambers,
Temple Avenue,
London.
EC4Y 0HP.

URGENT. BY FAX

Dear Mr. Potts,

PROPOSED ERECTION OF A3 DRIVE THROUGH RESTAURANT
LAND ADJOINING QUIKSAVE, CHALFONT WAY, EARLEY

I refer to the duplicate applications which have bben submitted in connection with the above. I can confirm that the applications are to be considered at Development Control Committee on 6 September 2000, with a recommendation for approval.

I understand that you have been in contact with Mr. Callaghan, our Highways Officer, in respect of possible off site contributions. As I understand it, your clients have offered a sum of £10,000 towards footpath improvements in the immediate vicinity. I have subsequently spoken to Mr. Callaghan who has advised that the works are likely to cost in the region of £20,000. This is due to the steepness of the slope and the need for a zig zag path with walls and guard rails. This figure has been incorporated into the committee report which I have attached for your information. I would appreciate faxed confirmation that this figure is acceptable to your client prior to committee tomorrow evening.

I apologise for the lateness of this request. Please do not hesitate to contact Mr. Callaghan or myself on (0118) 974 6446 should you wish to discuss the matter. I should be in the office all day tomorrow with the exception of a meeting at 10 am.

Yours sincerely,

HEATHER MORGAN
Senior Planning Officer

WOKINGHAM DISTRICT COUNCIL

MEMORANDUM

From: Tom Callaghan, Highways

My Ref: F/2000/1503

To: Heather Morgan, Planning

Your Ref: F/2000/1503

Date: 30th August 2000

PLANNING APPLICATION F/2000/1503
PROPOSED ERECTION OF A3 DRIVE THROUGH RESTAURANT
LAND ADJOINING KWIKSAVE, THE SQUARE, CHALFONT WAY, EARLEY, READING.

In considering this application, the Highway Authority had 3 main concerns. The first related to the level of usage of the existing car parking and whether it could accommodate the increased demand resulting from the restaurant. The second related to pedestrian safety and traffic management through the car park and the third regarding traffic impact.

On the first issue of car parking, surveys were carried on Friday 17th and Saturday 18th March 2000. The surveys were undertaken at times that would coincide with both the peak of the existing supermarket and that of the proposed restaurant. On both occasions the surveys demonstrated that the car park was under utilised and that the restaurant and associated car parking could be accommodated. It also identified that the area in which the restaurant is to be located is the area least used and would therefore cause least disturbance to existing users of the car park. There was also concern expressed regarding the queuing of traffic travelling through the drive-thru. However the drive-thru lane can accommodate 18 vehicles without unduly interfering with the restaurant customers or the remainder of the carpark, which should be sufficient for all but exceptional circumstances. It would therefore be difficult for the Highway Authority to object to the proposed development on grounds of insufficient parking.

With regard to traffic management of the car park and pedestrian safety, the applicants' agent commissioned an independent safety audit to be carried out which identified a number of areas that need to be addressed by way of condition. However, it did identify that pedestrians were accessing the site via the embankment from Rushey Way where currently no footway exists. The applicant has therefore agreed to offer a financial contribution of £10,000 towards improved pedestrian facilities in the vicinity of the site. Although this is accepted in principle, I consider an appropriate amount in the order of £15-20,000 which would enable the Authority to provide a staggered footway along the embankment linking Rushey Way with the site.

In terms of traffic impact, the applicants' agent has demonstrated from interview surveys at other restaurants that the amount of newly generated trips is in the order of 30% whereby 70 of the traffic generated is associated with linked trips and diverted trips that are already on the highway network. It is acknowledged that during peak periods congestion already occurs on the highway network in the vicinity of the site, however the number of additional trips generated by the restaurant during these period is relatively small and therefore would be difficult to demonstrate a material impact.

Therefore, in view of the information submitted by the applicant I can confirm that subject to the following conditions and a legal agreement to secure financial contributions of £15-20,000, the Highway Authority recommends the application be approved:-

1. Prior to the development commencing, detailed plans shall be submitted to and approved by the LPA showing proposed internal traffic management/calming measures. Details should include the recommendations set out in the applicant's safety audit. The development shall not be occupied until the car park has been laid out in accordance with the approved details.
2. SC23 Insert Parking Turning
3. SC24 Loading/unloading
4. SC33 Construction Vehicles
5. Condition requiring cycle parking

Tom Callaghan

WOKINGHAM DISTRICT COUNCIL

MEMORANDUM

From: Tom Callaghan, Highways

My Ref: F/2000/1503

To: Heather Morgan, Planning

Your Ref: F/2000/1503

Date: 30th August 2000

PLANNING APPLICATION F/2000/1503
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LAND ADJOINING KWIKSAVE, THE SQUARE, CHALFONT WAY, EARLEY, READING.

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Therefore, in view of the information submitted by the applicant I can confirm that subject to the following conditions and a legal agreement to secure financial contributions of £20,000, the Highway Authority recommends the application be approved:-

15 - 20K dependent on prior works

TO: **DEVELOPMENT CONTROL**
Lynette Baker

FROM: Environmental Design

DATE: 3 August 2000

Location:	Land adjoining Kwiksave, The Square, Chalfont Way, Earley
Proposal:	Proposed erection of A3 drive through restaurant (Duplicate Application)
Application Number:	F/2000/1504

In response to your consultation dated 13 July 2000 for the above application, the landscape comments are as follows:

The landscape scheme as shown on drawing no. 20-015-01 is acceptable and the condition can be discharged.

Catherine Brimble

Catherine Brimble
Landscape Architect

0207 353 1818



HEPHER DIXON
TOWN PLANNING CONSULTANTS

PLANNING SERVICES	HPT 32339
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CS	
27 JUL 2000	
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FACSIMILE

Date:	26 July 2000	**Time:**	11:25
To:	T Callaghan Esq. Highways Officer Wokingham DC	**Fax:**	0118 974 6313
cc:	Lynette Baker Planning Officer Wokingham DC	**Fax:**	0118 974 6484
	Andrew Watson, McDonald's		020 8700 7057
	(Copy to Ian Brown)		
	Lorna Randall, ADL		01454 327983
From:	Chris Potts	**Tel:**	020 7353 0202
		Fax:	020 7353 1818
Total Pages:		**Email:**	cpotts@hepherdixon.co.uk
Subject:	McDonald's at Lower Earley	**Ref:**	343

Hepher Dixon Limited, 100 Temple Chambers, Temple Avenue, London EC4Y 0HP

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Dear Mr Callaghan

When the planning application was submitted for the proposed McDonald's at Lower Earley it was accompanied by a detailed car parking analysis prepared by ADL Traffic Engineering. This was considered to be the key 'highways' issue, given the site's location within the car park of the District Centre. The approval of the existing tenants to the introduction of the restaurant has obviously been sought to ensure they have no operational concerns about the overall reduction in spaces at the Centre.

I understand that you referred the report to external consultants (WSP) for comment. I am informed by the planning officer this morning that 'concerns' have been raised as a result of your / WSP assessment.

0207 353 1818

HEPHER DIXON
TOWN PLANNING CONSULTANTS

The planning officer has been seeking to include the proposal on the committee agenda for 9th August. If there are 'highway' concerns then I would be grateful if these could be forwarded as a matter of urgency so these can be addressed. If appropriate if may be useful to meet with you to discuss these issues.

I have left a message with your office and would be grateful if you could come back to me this afternoon.

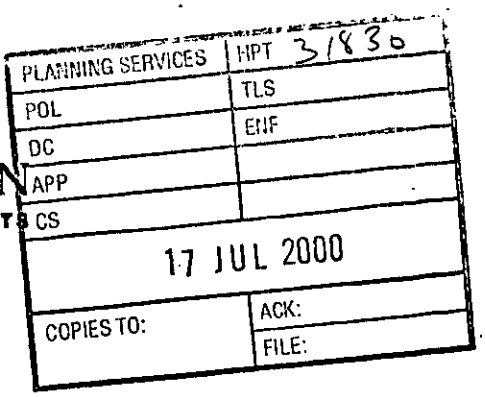
Yours sincerely,

Chris Potts

0207 353 1818



HEPHER DIXON
TOWN PLANNING CONSULTANTS



FACSIMILE

Date:	14 July 2000	**Time:**	18:30
To:	Lynette Baker Wokingham Planning Dept	**Fax:**	0118 974 6484
cc:	Andrew Watson, McDonald's	**Fax:**	020 8700 7057
	(Copy to Ian Brown)		
From:	Chris Potts	**Tel:**	020 7353 0202
		Fax:	020 7353 1818
Total Pages:	1	**Email:**	cpotts@hepherdixon.co.uk
Subject:	McDonald's Lower Earley F/2000/1503 & 1504.	**Ref:**	343

Hepher Dixon Limited, 100 Temple Chambers, Temple Avenue, London EC4Y 0HP

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Dear Ms Baker

I understand that Mr Callaghan in the highways department has now received the comments of his external advisors. I would be grateful if you could forward a copy of the comments as a matter of urgency as the applicant is keen to deal with any further information promptly so that the committee on 9th August can be achieved.

The site is within a defined centre where the opportunity for linked trips is maximised. The existing tenants at the centre are satisfied that McDonald's development would not prejudice the remaining car parking provision (as demonstrated by the detailed survey data).

I look forward to hearing from you

Yours sincerely,

Chris Potts

Councillor Anne Bassett
132 Hilmanton
Lower Earley
Reading
RG6 4HJ

LEB

PLANNING SERVICES	HPT
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28 JUN 2000	
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McDonald's™

21 June 2000

Subject to Contract

Dear Councillor Bassett

Planning Application F/2000/1503
Proposed McDonald's Restaurant at The Square, Chalfont Way, Lower Earley

I refer to your letter to Ms Lynette Baker at Wokingham District Council in respect of the above, which has been forwarded to me via our planning consultant, Chris Potts at Hepher Dixon.

We have also been made aware of a number of planning issues raised by your fellow Councillor, Fiona Rolls to which I have already responded and I attach a copy of my letter dated 13th June.

I fully appreciate your concerns and set out below my responses to the points that you have raised, using the same paragraph headings. A number of the points have also been addressed in my letter to Councillor Rolls.

1. Increased Traffic

This is a concern that is often raised when we are looking at new sites and a matter that we consider very carefully. Our highways consultants, ADL Traffic Engineering Ltd, have carried out a detailed Traffic Generation and Parking Assessment, which has been submitted to Wokingham District Council in support of the application.

From the experience of other McDonald's restaurants in similar trading locations, it is estimated that on average 70.5% of the vehicles anticipated to visit the site will already be on the road network in any event and only 29.5% are anticipated to be additional trips.

Furthermore, detailed analysis of the existing trips has shown that out of 70.5%, 16% would be from customers already visiting the retail parks.

MILLENNIUM EXPERIENCE
Official Sponsor

INVESTOR IN PEOPLE

McDonald's Restaurants Limited
11-59 High Road, East Finchley, London N2 8AW
Telephone 020 8700 7000 Facsimile 020 8700 7057

Registered Office 11-59 High Road, East Finchley London N2 8AW
Registered in England No 1002769

As you may be aware current Government policy seeks to encourage 'shared' or 'linked' trips to meet with the principle of sustainable development. We consider that this development is consistent with those principles as we feel that a McDonald's restaurant will compliment and enhance the existing facilities at the District Centre. This restaurant will provide a local facility to serve local people, car borne customers who are primarily on the existing road network and it is also accessible to visitors to the general retail area who either walk, cycle or use public transport.
Planning Inspectors and the Secretary of State have considered these arguments in detail and have concluded that these restaurants are not inconsistent with the principles of sustainable development. For your information, I attach an exert from ADL's report dealing with Sustainability issues.

2. Noise / Nuisance / Lights

McDonald's are very aware of residential amenity issues and seek to address any concerns at the outset. This location has been chosen because it forms part of an existing retail park / district centre where it is felt that noise will not be an issue as the closest houses are a significant distance from the proposed development.

The construction period is only likely to be 4/6 weeks and as our proposed building is a modular construction which will be delivered by lorry to the site and which will then be erected in the space of a couple of days, disruption and noise will be minimal.

We would not expect customer cars to cause any noise pollution due to the existing ambient noise levels in the area and the significant distance to the closest houses, which are on the other side of Rushey Way.

We have submitted signage applications for building signage and low level directional signage around the site. We have also applied to have our corporate logo incorporated onto the common estate signs. These signs should not cause any nuisance to the houses on the other side of Rushey Way, particularly as they are screened from the site and that the proposed restaurant is set back into the site, close to Kwiksave.

3. Parking

We have commissioned independent car parking surveys on site both in December 1997 and March 2000. All results show that there is significant reserve capacity in the car park at present. Furthermore, even when taking into account McDonald's likely traffic generation, at peak times for the restaurant and the retail park in general, there is still likely to be significant reserve capacity.

The results of these surveys have been forwarded to Wokingham District Council and I summarise the findings below:

i) There are currently 185 car parking spaces on site.

ii)There will be a net reduction of 38 spaces as a result of the restaurant, leaving 147 spaces.

iii) Car park surveys took place between 11am and 8pm on Fri 17 and Sat 18 March, which are typically the busiest trading days for retail parks such as these and the busiest days for McDonald's. In all traffic analysis, we consider the 'worst case scenarios'.

iv) The maximum number of vehicles on site was 96 between 3pm and 3.15pm on the Saturday afternoon, compared to 185 spaces.

v) The maximum number of vehicles parked in the zone where the restaurant is proposed was 8, compared to the 54 spaces currently available. Most of the time there were only 2 or 3 spaces occupied and none after 3pm on the Friday.

In conclusion, detailed analysis shows that there will be sufficient parking to accommodate the proposal and the additional demand for parking. At the same time, there will be adequate reserve capacity to maintain good circulation around the car park.

This analysis comes as no surprise to me as on my numerous trips to the site the car park in general has always been significantly under utilised and the area where the restaurant will be located has always been virtually empty.

4. Unsuitability of the Land

McDonald's always carry out detailed land surveys of any proposed new sites and we will satisfy ourselves that the land is suitable before undertaking any development. We will also have to obtain Building Regulations Approval from Wokingham District Council.

5. Litter

Whilst litter is not a planning issue, McDonald's are very conscious of the problems that it can create.

In addition to providing litter bins in the restaurant and around the overall site, McDonald's staff undertake 'litter patrols' in the vicinity of each restaurant and collect all litter, not just McDonald's packaging. Both the litter patrol route and frequency of patrol can be agreed with local residents and I quite understand your concerns about the local park, which will clearly need to form part of the patrol route.

On a national scale, McDonald's work in close partnership with the Tidy Britain Group with their 'National Spring Clean' and other schemes to encourage customers to take an interest in their local environment.

6. Law and Order

I note your comments about existing problems in this area.

McDonald's is a family restaurant and therefore every effort is made to prevent unsociable behaviour on the premises. McDonald's restaurant managers work closely with local police and the wider community to provide preventative security measures and all new restaurants have CCTV installed.

I hope that the information provided above is helpful and alleviates many of your concerns.

We are keen to take our proposals forward and work with local organisations to ensure that our proposal is a benefit to Lower Earley as a whole.

You will note that I have copied this letter to both Lynette Baker and Councillor Rolls for their information. I would be more than happy to meet with you and Councillor Rolls at your convenience, to discuss our proposal in more detail. I suggest that Sally Haynes from Hepher Dixon, our planning consultants, also attends in Chris Potts' absence on holiday, to answer any specific planning concerns that you may have.

I look forward to hearing from you accordingly.

Yours sincerely,

pp

ANDREW J. WATSON BSc ARICS
Real Estate Surveyor

CC: Lynette Baker, Planning Dept, Wokingham DC /
Councillor Fiona Rolls
Sally Haynes, Hepher Dixon

Councillor Fiona Rolls
14 Tiptree Close
Earley
Reading
RG6 4HS

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McDonald's™

13th June 2000

Subject to Contract

Dear Councillor Rolls

McDonald's at Lower Earley District Centre

I understand that you have raised a number of planning issues with the case officer regarding our proposal at the above location. I thought it would be helpful if I outlined a few matters for clarification and to give you direct contact details should you wish to discuss any other matter.

The Location

McDonald's have been interested in the application site for over two years. We have now agreed terms with the owner, British Land.

We are keen to secure representation at this District Centre given the range of available facilities and general popularity. We were keen to ensure that our scheme would not prejudice the existing operators and shoppers. A detailed analysis of the use of the car park has revealed that there are a significant number of surplus car parking spaces, even at the peak times (approaching Christmas and around Easter). The analysis is currently with your highways officers and I am confident they will agree that the development of our restaurant would not adversely impact upon parking provision.

We would undertake servicing through the existing yard to the rear of the shops. The hours of servicing could be controlled by condition.

Shared Trips

As you know, planning policy encourages uses to group together to maximise the potential for 'shared trips'. I am confident that many of the customers using the existing shops and services will undertake a visit to the McDonald's restaurant.

McDonald's is a complementary use to the existing range of uses so the proposal will broaden the appeal of the District Centre, particularly in providing a facility that is attractive to families.

MILLENNIUM EXPERIENCE
Official Sponsor

INVESTOR IN PEOPLE

McDonald's Restaurants Limited
11-59 High Road, East Finchley, London N2 8AW
Telephone **020 8700 7000** Facsimile 020 8700 7057

Registered Office 11-59 High Road East Finchley, London N2 8AW
Registered in England No. 1002769

Impact upon Neighbours

McDonald's are keen to be a good neighbour and therefore seek to operate our sites to a high standard. McDonald's main market is families so there is no intention to encourage individuals who may behave irresponsibly.

McDonald's does not sell alcohol and has no intention to do so. The restaurant will close at 11pm which is earlier than the public house and the petrol filling station.

As the nearest houses do not adjoin the site there is little prospect of the noise from activities causing harm to nearby residents. Throughout the trading hours, the extent of traffic on the road network would provide a background noise level against which the activities at our site would be considered. Experience in operating over 500 of these types of development has demonstrated that the potential for noise incidents (car alarms or stereos) is slim.

We will install extraction equipment that meets the requirements of the environmental health officer. We have located a number of restaurants immediately adjacent to houses and therefore the standard of operation has been critical to the success of the proposal.

Overall

McDonald's are very keen to pursue this proposal and I would welcome your support on this.

The proposal would not affect the parking demand at the site and indeed, the scheme accords with planning policy by allowing for opportunities to undertake 'linked' or shared trips.

I would be pleased to provide you with additional information if required or indeed would be prepared to meet to explain our proposal in further detail if you would prefer.

I look forward to hearing from you.

Yours sincerely,

Andrew Watson

ANDREW J. WATSON BSc ARICS
Real Estate Surveyor

CC: Lynette Baker, Planning Dept, Wokingham DC

EARLEY TOWN COUNCIL

Town Clerk & Treasurer
RICHARD RAYMOND D.M.A., A.C.I.S.

Council Offices,
Radstock Lane,
Earley,
Reading, RG6 5UL

Tel. No. (0118) 986 8995
Fax No. (0118) 975 6681

P.1/mjb/3421

My Ref:
Your Ref:

27 June 2000

Dear Lynette,

PLANNING APPLICATIONS F/2000/1503/1504 -MCDONALDS, CHALFONT SQUARE

I hope by now you are in receipt of the Town Council's observations on these planning applications, which were discussed by members of the Planning Committee at their meeting on Wednesday evening last.

Further to those discussions, I have now been asked by the Chairman of Council to write to you expressing again the considerable concern of local Ward Councillors about this proposal, and requesting that McDonalds Restaurants be asked to consider looking at alternative sites, perhaps on the periphery of the Town, rather than the proposed development in Chalfont Square.

Thank you in anticipation of your assistance.

Yours sincerely,

Maddy Bruton

DEPUTY TOWN CLERK

PLANNING SERVICES	HFT
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28 JUN 2000	
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Mrs. L. Baker,
Senior Planner,
Wokingham District Council.

e.Mail: 106144.3521@COMPUSERVE.COM

TO: **DEVELOPMENT CONTROL**
Lynette Baker

FROM: Environmental Design

DATE: 22nd June 2000

Location: Land Adjoining Kwiksave, The Square, Chalfont Way, Earley, Reading

Proposal: Proposed erection of A3 drive through restaurant (Duplicate Application)

Application Number: F/2000/1503 and F/2000/1504

In response to your consultation dated 26th May 2000 for the above application, the landscape comment is as follows:

A full landscape plan is required in connection with this application.

In particular the soft landscape details should include full planting along the western boundary of the site. The planting should be of native species of trees and hedging. The application drawing with landscape information should also list the details of the establishment and long term care of the new planting.

Patricia Green.

Patricia Green
Landscape Consultant

30766

WOKINGHAM DISTRICT COUNCIL

MEMORANDUM

PLANNING SERVICES	HPT
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20 Jun 2000	
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From: Joanne Ellis, Environmental Health

My Ref: JPE/kwik

To: Lynette Baker, Planning

Your Ref: F/2000/1503
F/2000/1504

Date: 19 June 2000

PROPOSED ERECTION OF A3 DRIVE THROUGH RESTAURANT (DUPLICATE APPLICATION)
LAND ADJOINING KWIKSAVE, THE SQUARE, CHALFONT WAY, EARLEY

These proposals have been evaluated and I have the following comments:

An adequate extraction and filtration system would need to be installed to prevent an odour nuisance to neighbouring properties. Any such system must be designed so as not to cause a noise nuisance.

Takeaways often have litter problems associated with them, litter control measures should be implemented by the management of the premises.

I also recommend that opening times and delivery times are restricted to avoid any night time noise disturbance to surrounding residential properties.

Therefore, I have no environmental health objections to this proposal with the imposition of the following conditions:-

1. All plant, machinery and equipment installed or operated in connection with the carrying out of this permission shall be so enclosed and/or attenuated that noise therefrom does not exceed a level of 5dB(A) below the existing background level (or 10dB(A) below if there is a particular tonal quality) when measured according to British Standard BS4142 1997, at a point 1 metre external to the nearest noise sensitive property, at any time.

2. All ventilation of smoke, steam and cooking fumes to the atmosphere shall at all times be filtered to avoid nuisance from smell, grease or smoke to persons in neighbouring or nearby properties. Details of the nature and location of such ventilation and filtration equipment shall be submitted to and agreed in writing by the local Planning Authority before installation and shall be installed before the use hereby approved commences and shall thereafter be maintained. (Details to include outlet height, which in general should be at least 1m above ridge height of the nearest building).

3. The premises shall not remain open for serving of customers after 2400 hours Monday to Saturday and 2230 hours Sundays, bank or other public holidays.

4. Deliveries by commercial vehicles shall only be made to or from the site between 0700 hours and 2300 hours Monday to Friday/Saturday and at no time on Sundays or bank or other public holidays without the prior agreement in writing of the Local Planning Authority.

5. Details for the storage of waste on the premises and litter control measures shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

Please forward these comments to the applicants for their information and should you or the applicant have any queries regarding these points please do not hesitate to contact me to discuss them.



Joanne Ellis

FROM: Lynette Baker

DATE: 26 May 2000

31 MAY 2000
Earley
Council

EARLEY TOWN CONSULTATION SHEET

Application Number: F/2000/1503

Proposal: Proposed erection of A3 drive through restaurant (Duplicate Application).

Site Address: Land Adjoining Kwiksave, The Square, Chalfont Way, Earley, Reading.

Applicant: McDonalds Restaurants C/O Hepher Dixon (C Potts).

Your observations are required in respect of this application **by 19/06/2000** .

Members of the Town Council's Planning Committee, and local Ward Councillors are extremely concerned about this application. It is considered that the access road to the site has not been designed to cope with the increase in volume of traffic likely as a result of this proposal. Furthermore, the increase in traffic loading as a result of the expansion of The Culpeper would suggest that to satisfactorily accommodate any additional traffic, a full width road would be required. There is concern also that the increased vehicle flow which would be generated by this facility would further increase the poor air pollution levels suffered in the Earley area.

It is the Town Council's understanding that the existing buildings in Chalfont Square were constructed to a specific 'design theme', and it would appear that this latest proposal would be completely out of keeping with established buildings already on the site. Furthermore, because of its location, it was felt that it could be a visual distraction to drivers in Rushey Way.

It was also felt that the proposal was unneighbourly to nearby residential properties, and particularly as this is an exposed and windy site, there will be an increase in non-biodegradable litter in the area.

Concern was also expressed at the opening hours proposed, particularly as the proposed opening time is well in advance of the start of the school day and the closing time is later than that of many of the local public houses.

For these reasons, therefore, it is requested that this application is refused. However, if the Planning Officer is mindful to allow these proposals, it is requested that the opening hours be limited to 9.00 a.m. to 10.00 p.m., that no illuminated signage should be allowed, that litterpickers are employed at the expense of the applicants, to operate in a quarter of a mile radius of the site, including a local open spaces, and that cycle racks be provided at the site.

The Town Council is in receipt of a number of letters of objection to this proposal.

CS
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DATE:
FILE:
22 JUN 2000

SIGNED: _____

Clerk To Earley Parish/Town Council.

If it is easier just complete the form below by 17 June and sent it to:

Steve Scarrott, 11 Coriander Way, Earley, RG6 5YG

~~I support McDonald's application because:~~

Ref F/2000/1504.

I oppose McDonald's application because: We have three young children who play in the park area and the increased traffic would become a danger hazard for them. Also the noise level late at night where it would encourage teenager's to congregate. These facilities should be built away from Residential areas.

Name MR DAVID FAHERTY Address 6 WICKFORD WAY LOWER EARLEY READING RG6 4HP

Age (if under 18).....

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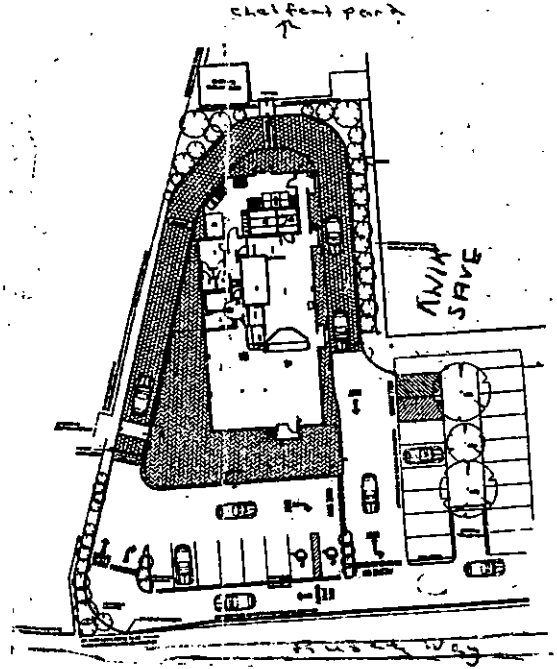
Too few parking spaces are provided for 75 seats and up to 70 staff.

There may be other reasons which you would like aired. We do not yet know what the District Planning Department intend to do but Fiona Rolls has asked that the whole Development Control Committee consider the plans if there is to be a recommendation for acceptance. One member of the public is now able to speak for or against the application. Fiona can give you the details if you contact her on 9864131.

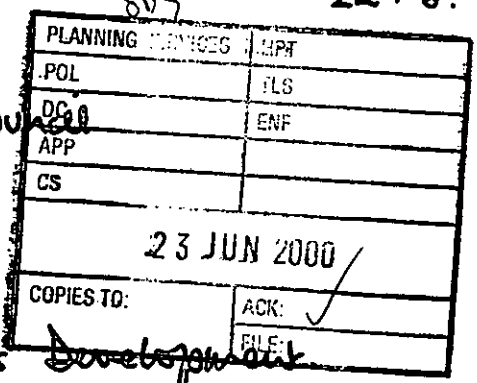
A sketch of the plans



15 Durand Road
Earley.
Reading

22.6.00

Lynette Baker.
Development Control
Wokingham District Council
Shute End
Wokingham.



Dear Mrs Baker.

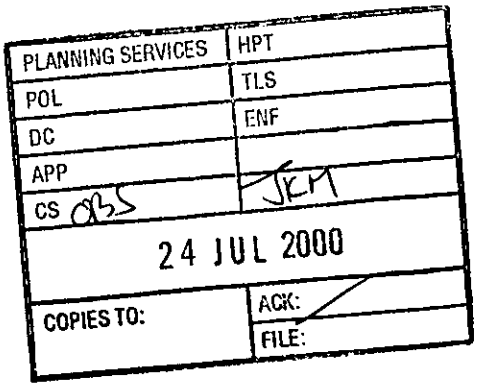
Re: Mac Donalds ~~Development~~
: F/2000/1504.

I am writing to say that I hope that W.D.C. will not support this application in what I understood was to be a residential area when I moved here.

This development would bring even more cars into this area, apart from the litter which would undoubtibly collect.

Yours sincerely

M. C Beck.



TIPTREES
TIPTREE CLOSE
Rushey Way
Lower Earley
Berkshire
RG6 4HS

21 July, 2000

F/2000/1504.

Mrs Joss Miller
Wokingham District Council
Planning Department
Sute End
Wokingham
Berkshire
RG40 1WR

Dear Mrs Miller

I am writing to you to express my concern about the proposal for a Mc Donalds Restaurant to be built on land next to Quick Save in Lower Earley.

Since this land has been developed we have experienced numerous problems. The increase in traffic late at night accessing the B.P. petrol station and Blockbuster video store were unfortunately inevitable. The mindless vandalism and antisocial behaviour that has followed their opening however was not! The list while not exhaustive is very worrying. We regularly suffer the following

Litter Bins set alight in Chalfont Park

Young Trees snapped in half in Chalfont Park

Shrubs up rooted and thrown around in Chalfont Park

Spray Paint - Marker Pen "Tagging" of the Chalfont Park pavilion and playgrounds

Stone damage to the Chalfont Park pavilion

Fire damage to the playground next to the hard courts

General vandalism to the pavilion building. Roof tiles, Clock, Gutters, Windows, Lights, Doors

Systematic vandalism of the roof tiles and rear windows of the Quick Save/Blockbuster building

General vandalism of the playground next to the hard courts

Seats broken, swings broken, rides broken.

An unacceptable level of broken beer bottles and litter around the park

Antisocial teenagers under the influence of alcohol who congregate around the playground next to the hard courts.

Fire Damage to the Chalfont Park pavilions.

I have lived in Tiptree Close which backs onto Chalfont Park since 1986/7 and can assure you that before the B.P. Petrol station opened we suffered none of the above problems.

It is upsetting to see young children buy alcohol and a fried chicken take-away, return with it to a childrens' playground vandalise it, smash the street lights to reduce their detection and then engage in a stone throwing competition reducing the roof of the Quick Save/Blockbuster building to little more than a sieve. They abuse passers by forcing them to take an

alternative route and finally they smash their beer bottles on the paths and throw their fried chicken boxes to the floor.

Opening a McDonalds in this area will only exacerbate the problem! It will confirm the eastern end of Chalfont Park as the young vandals capital/meeting point in Lower Earley. It even risks bring more antisocial people to the area. It will undoubtedly spread the vandalism to the western end of the park Tiptree Close and other residential areas. It will create more traffic, much of it late at night. All of which are unacceptable!

We are the local residents and we have to ultimately pay for the relentless vandalism of our local amenities in higher rates. I wouldn't care to hazard a guess how much money Earley Town council has spent repairing Chalfont Park, or how much money has been spent repairing the roof of the Quick Save/Blockbuster building.

I strongly object to this proposal and vigorously request that planning permission be denied.

Yours sincerely

N. Winham

Nigel S WINHAM

cc: Earley Town Council Offices

Fiona Rolls
c/o Wokingham District
Council,
Shute End,
Wokingham.

4 Watersfield Close
Lower Earley
Reading
RG6 4F
28 June 2000

FAO Councillor Fiona Rolls.

Madam,

Having read and just received the June edition of "Link", I feel I must write to strongly object to the proposed McDonalds restaurant on the Kwiksave development.

This form of commercial use of the site is neither required nor acceptable in a residential area. Traffic flow is already a problem and additional disruption is not needed as this development would undoubtedly bring.

There are already a number of similar fast-food restaurants in the local area - the new McDonalds at the Reading Stadium to name one within 2 miles - and I cannot see the need to saturate Reading with burger bars.

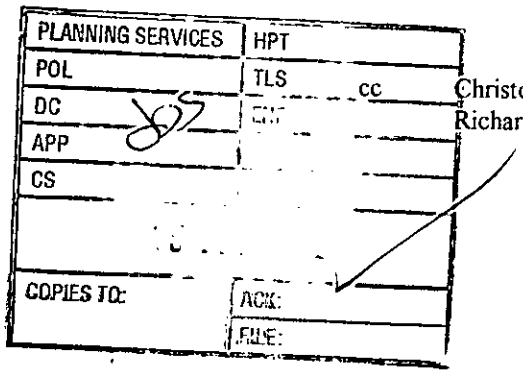
I would encourage you and the council to refuse this application.

Regards,

David Hurst.

132 Hilmanton
Lower Earley
Reading
R G 6 4 H J
13. 6. 00
Tel: 0118 9868839

Ms Lynnette Baker
Development Control
Wokingham District Council
Shute End
Wokingham



Christopher Potts (McDonalds)
Richard Raymond Town Clerk

Dear Madam,

Re - Planning Application - F/2000/ 1503
Proposed Erection of Drive Through Restaurant - The Square, Chalfont Way

As a councillor for the Hillside Ward and as an affected resident I wish to strongly oppose this planning application on the following grounds.

1. **Increased Traffic**
   This area has already seen a great increase in volumes of traffic in the last few years, mainly as a result of allowing Asda to expand its operation from a store which was originally intended to serve this community to become effectively a huge out of town hypermarket. When the new Earley Swimming pool becomes operational there will clearly be a further increase in traffic in this area. A Drive-Through restaurant would only add to this problem. Furthermore, the air pollution in this area caused by traffic fumes is already above the recommended levels the government has set councils to achieve. (Please note the council has statistics for levels measured on Elm Lane which is the nearest site monitored to the proposed planning application.)

2. **Noise/ Nuisance / Lights**
   Given that this area is a residential one with houses only a few yards away, local residents would be subjected to quite an unacceptable increase in noise both during construction and when it is operational, by customers cars. Furthermore, the light from the fluorescent lights and signs associated with this restaurant chain will clearly be a nuisance to residents, particularly as the restaurant is on a higher level than the houses.

3. **Parking**
   The proposal clearly means the loss of parking in the area and what is proposed appears inadequate for the size of the restaurant.

4. **Unsuitability of The Land**
   This piece of land was subject to subsidence a few years ago and therefore it is unsuitable for building on.

5. Litter

The litter problems associated with fast food restaurants is well known and while I am sure such restaurants do their best to minimise litter within their immediate vicinity, the problem is too often beyond their control. Clearly it is important to site such restaurants in places where litter is likely to be able to be contained. There are two problems with this proposed site. One it is adjacent to a public park, which clearly could become nothing but a an eyesore strewn with the empty McDonald packages. The second problem is that it is on a hill and is very exposed. It would be very difficult to contain the litter in bins therefore as too often the wind blows it all over this area.

4. Law and Order

In recent years there have been a number of problems associated in the Chalfont Park area . The police have been called in on a few occasions as fights broke out between rival gangs of youths. There has also been a fair amount of vandalism in the area, particularly on the pavilion on the park and children's play equipment, all of which has been costly to the council. Local residents have been affected with windows broken and graffitti on walls. Local children have been beaten up and had their bikes stolen from under them by older youths. The town council street workers, the police, councillors and residents have had meetings to try and solve the problem. Clearly therefore, it would be unwise to site a McDonalds in such an area as the restaurant would clearly serve as an attraction for the young people to gather at and indirectly fuel further law and order issues.

Finally, I fail to see why the community should need such a restaurant as there is already a cafe in the Asda complex and there is a proposal for a cafeteria inside the new swimming pool. There are already three different drive through restaurants only a short drive away.

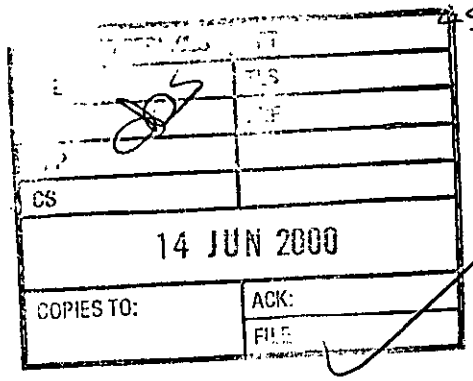
Yours Sincerely,

Cllr. Anne Bassett

45 Rosemary Avenue
Ensley, Reading
Berkshire RG6 5YQ

12th June 2000

Development Control
Wokingham District Council
Shute End, Wokingham



NL

Your Ref:- F/2000/1504

Dear Lynette Baker,

I am strongly opposed to the planning application by MacDonalds to build a 75-85 seater restaurant and drive thro' take away in Ensley.

I write, not because I have any confidence, based on past experiences, that Wokingham District Council will take any notice of this objection, but if I don't, it will be said that there was no opposition to the plans.

Fifteen years ago, the Council, when asked regarding the future of what is now Chalfont Park and adjacent development, stated that it was to remain an open space. Yet, it has been eroded by an increasingly urban environment. We now enjoy smells, light and noise pollution and the expense of replacing stained bedroom windows; cleaning off graffiti; broken eggs over the house exterior, dog faeces, taken from the bins provided around the park and thrown into the garden, along with cans, rubbish and an assortment of indescribable objects.

I consider the addition of a MacDonald's outlet will further pollution and potentially increase vandalism in what should have remained an attractive residential area.

Yours Sincerely

Rosemarie K Shambrook.

Mr David Parrett
14 Fakenham Close
Lower Earley
Reading
RG6 4AB
Home Tel 0118 975 2747
Work Tel 0118 964 4343

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13 JUN 2000	
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	FILE:

6 June 2000

Mr John Mitchell
Development Control Manager
Environmental Services Department
Planning Services
PO Box 157
Shute End, Wokingham
Berkshire

RH John Redwood MP
Lynette Baker Planning Officer
Richard Raymond Town Clerk
Fiona Rolls Councillor
Steve Scarott Councillor
Anne Bassett Councillor

Dear Sir,

RE: PLANNING APPLICATION NUMBER F/2000/1503
PROPOSED ERECTION OF A3 DRIVE THROUGH RESTAURANT ON LAND ADJOINING KWIKSAVE, THE SQUARE, CHALFONT WAY, EARLEY

You recently wrote to me inviting comment on the proposed erection of a drive through restaurant on land adjoining Kwiksave, The Square, Chalfont Way in Earley. I have since examined the plans for this development and now wish to officially object to the proposal.

I am resident at 14 Fakenham Close with my wife and two small children, one aged 3yrs and one aged 11 months. The proposed site of the restaurant is approximately less than 50 yards from the back of house, diagonally across the roundabout at the top of Beeston Way as it joins Rushey Way. The Site is also raised above the level of my house and will be visible from my ground floor.

I set out below the main reasons why I am objecting to this planning proposal.

1. Line of Site - the site of the proposed restaurant is on a higher level than my house and will directly overlook the back of my property (including my garden). This will greatly affect the privacy of my family and can only serve to decrease the value of my property - who will compensate me for any such monetary loss?

The plans appear to show NO provision for planting or screening to shield the restaurant from view.

2. Noise - As I have previously stated, I have two small children so noise pollution is of great concern to me. The restaurant is planned to be less than 50 yards away from my property and will undoubtedly create a lot of noise both during construction and once operational. Given that the planned restaurant will be open from early in the morning till late at night, I fear that my children will have difficulty sleeping. The noise of music, cars and customers commuting to, hanging around outside, the restaurant will be impossible for McDonalds to control and will have a detrimental affect on the health of my children.

Noise Pollution will also be increased by lorries making deliveries to the restaurant.

3. Light - as I stated above the restaurant is planned to be less than 50 yards away and will be on a higher level than my property. The light pollution emitted at night from a brightly lit restaurant will be considerable and will also make sleeping for my family and I difficult. This problem will also be compound as the restaurant chain will most likely erect a giant glowing "M" to advertise their existence.

4. Litter - the area surrounding the proposed site for the restaurant already suffers with litter due to the shops currently on location, a problem that would be greatly increased with the addition of a restaurant. The areas where litter is of most concern to me is the grass area directly opposite the front of my house and the grass area along the edge of Rushey Way. I do not want my wife and children to have to wade through streets littered with rubbish every time they venture outside the house. Moreover, I do not accept that an increase in litter can be controlled effectively by either the Council or McDonalds, as current litter levels seem to be a problem. For example, I have noticed that a bundle of local newspapers has been left on the grass area along Rushey Way for more than a year. The planned restaurant will only increase this problem.

5. Law and Order - the car park area around Kwiksave is already a meeting place for teenagers as it directly adjoins the park area and playing fields. The number of teenagers grouping around this area, if a restaurant is built, will increase greatly and consequently lead to law and order issues (e.g. Vandalism, theft, fighting etc) - again I am concerned for my family. McDonalds will act as a magnet to Children of all ages, as there is hardly anywhere else in the shopping centre or surrounding area for them to go.

6. Traffic - a drive through restaurant will undoubtedly lead to more cars driving within the vicinity of Rushey Way and Chalfont Square. Besides the noise and pollution issues that this will bring, I am concerned about the affect that this will have on road safety. The Speed limit along Rushey Way is still set at 40mph and the two traffic calming islands recently built have done little to slow vehicles down. I worry about my wife and two children having to regularly cross roads with increased traffic and which will remain busy for longer periods of the day (7am to 12pm opening). The primary school located in Rushey Way will also be affected by the increase in traffic.

The reduction in car parking spaces at the shopping centre will also add to congestion.

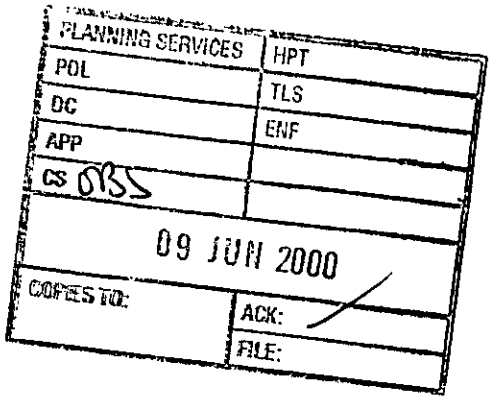
Lastly, I fail to see why the community needs such a restaurant when three different drive through restaurants are situated only short drive away at the Reading Football Ground. In addition, there are numerous other restaurants dotted around the area and in Reading itself. What Benefit could this Restaurant have to the community ?

I hope that I have made my concerns clear. However, if you require any further information or wish to discuss the matter further please do not hesitate to contact me.

Yours Sincerely

D E Parrett

Dave Parrett



J. DHALAY

56 BRADMORE WAY
LOWER EARLEY
READING, BERKS
RG6 4DS

TEL: +44 (0)118 97 55121
FAX: +44 (0)87 00 55 7621
e-mail: jas@ekon.demon.co.uk

08/06/00

Planning Officer
Wokingham District Council
P.O. Box 157, Shute End
Wokingham
Berks, RG40 1WR

Dear Sir,

Re: Planning Application Number F/2000/1503 McDonalds Restaurant Ltd

I very strongly oppose the above proposal for a drive through McDonalds Restaurant in the Lower Earley area.

This is a residential area first and foremost. There are enough McDonalds Restaurants in and around Reading and we have never had any problems in reaching them.

A Restaurant like the one propose will only increase traffic in the area causing a further danger to the children, not to mention the environmental pollution by way of smells and containers being disposed off in the pathways. And further more it will definitely ruin the relatively peaceful and tranquil environment the residents currently enjoy.

Yours faithfully,

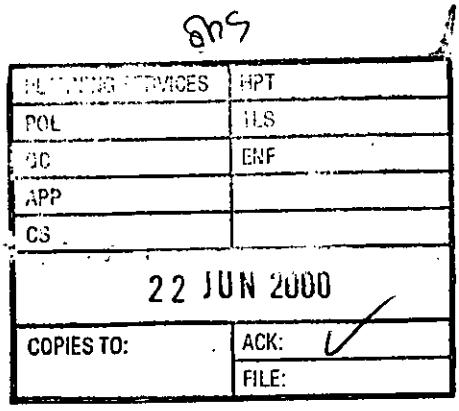
J. Dhalay

cc. Earley Town Council, Council Offices, Radstock Lane, Earley, Reading, RG6 5UL.

Mrs J L Allen
9 Caraway Road
Earley
Reading
Berkshire
RG6 5XR

0118 9751146

Ms Lynette Baker
Wokingham District Council
Shute End
WOKINGHAM
Berkshire
RG40 1WH



June 2000

McDONALDS DRIVE-THROUGH RESTAURANT IN LOWER EARLEY

I understand that you are the Case Officer for planning a proposed McDonalds drive-through restaurant adjacent to the Kwik-Save supermarket, off Chalfont Way in Lower Earley, and I write to present a number of reasons why the Council must reject the application.

When I learned the alarming news about the project, in the Reading Chronicle dated 8 June, I consulted many local residents, and they agreed with me that the Restaurant must not be built, for the following reasons:

1. There are already 3 such McDonalds outlets in the Reading area, and within strolling distance of the proposed new site there are already in operation a restaurant in the ASDA complex, 2 public houses that serve food, the BP garage that sells take-away 'ready' meals, and a 'doner kebab' stall that operates in the evenings, until late, and the new swimming pool complex will be running a bar and café from next year. The area, then, is already more than adequately provided with a wide choice of cooked food.

2. The litter that is already unhygenically evident as a permanent feature along Chalfont Way (primarily in and around the trees and bushes adjacent to the ASDA periphery, and primarily created by the late-night 'doner kebab' patrons) would undoubtedly be increased there, and along other routes leading from the McDonalds' site; in consequence, the native rodent population would thrive further, too.

3. In the ASDA and BP Garage area the vehicle numbers that the roads and parking areas can cope with are already excessive. With yet another 'attraction' imposed, not only would the amount of traffic be multiplied, the extent of parking area would be reduced, probably causing frustrated shoppers to park in domestic areas that are not configured to accept such additional wear and tear, and also causing deterioration in the quality of life of the local, resident council-tax payers.

4. With the intended business hours stretching to midnight, the McDonalds outlet would undoubtedly attract noisy 'party-goers' from the local pubs and other alcohol-fuelled functions, late at night, when the local residents hope for, and reasonably expect peaceful conditions.

A disappointing aspect of this matter is that I learned of it only by reading of it in the local press, and that the report seemed to indicate that acceptance of the proposal was virtually a fait accompli. Would you please tell me whether the Council intends to consult its local council-tax payers about the matter, or when it will be meeting in public session to receive contrary views? Thank you.

Yours sincerely,

Joan Allen.
(MRS J.L. ALLEN)

WOKINGHAM D.C. DEVELOPMENT CONTROL

Start date: ~~28 APR 2000~~ VALID 22 MAY 2000	Map No. 58 Site 1.00
Officer: LEB | Application No. F/2000/1503	Easting: ..... Flood Pln .....
	Northing: ..... Mineral .....

Level: ☐ Sub Committee ☑ Delegated ☐ Sec. State

☐ Incorrect Fee ☐ Invalid ☐ PD

Description: (F) PROPOSED ERECTION OF A3 DRIVE THROUGH RESTAURANT (DUPLICATE APPLICATION)

Location: LAND ADJOINING ~~FOODSTORE~~ Kwik Save ~~The Square~~ CHARFONT WAY

Parish: EARLEY Ward: Redhatch 26.5.2000

Applicant: MCDONALDS RESTAURANTS LTD

Fee ~~£250-00~~ 950 Received ..... Required ..... Additional ..... Refund .....

(5)

Enforcement Section to be notified ☐ tick if required

Additional information required for validation

		Reason	Requested	Received
1	1:2500 OS location plan showing property edged in blue/red	No named roads. + access to highway	phoned 12/5	✓ 22/5
2	1:500 block plan showing existing & proposed dev. + adj. Properties			
3	Forms unsigned			
(4)	Correct S 66 certificate	~~Agricultural~~		
5	Elevation plans	Front elevation shows entrance in different position from the one shown in floor plan.	phoned 12/5	✓ 22/5
6	Floor plans			
7	Metric scale disclaimer			
8	Encroachment letter			
9	Miscellaneous			

APPLN NO. _____

ACTION REQUIRED BY DEVELOPMENT CONTROL

Conservation Area .....

Listed Building 1 2 2*

Advertisement Required .....

Date Site Notice Sent : 26.5.2000 Parish Council Informed - YES / NO

INTERNAL CONSULTATIONS

Building Control	NF: .....
Landscape	NK: ✓
Trees	NK: .....
Conservation Officer	NK: .....
Environmental Health	NA: ✓
Housing	NA: .....
Leisure & Cultural services	PA: ✓
Public Rights of Way	PA: .....
Property	NG: .....
District Secretary (only if called in by SOS)	MA: .....
Policy & Plans	QA: .....
Strategic Planning (JSPU)	HA: .....
Minerals (BABTIE)	GA: .....
Archaeological Site (BABTIE)	: .....
Education	AP: .....
Social Services	BT: ✓
Highways	XA: .....

EXTERNAL CONSULTATIONS

Adjacent D P A	: .....
Adjacent Parish	: .....
Southern Electricity Board	BN: .....
British Gas	BM: .....
PSA Oil Pipeline	BD: .....
Transco	: .....
Environment Agency	BP: .....
Rail Track	BI: .....
Police Arch. Liaison Officer	PC: .....

HERITAGE BODIES

The Georgian Group	KC: .....
Ancient Monuments Society	KA: .....
Council for British Arch.	KB: .....
RCHME	KF: .....
Telecommunications (NRPB)	: .....
Sport England	: .....

OTHERS:

.....

.....

.....No. pre-apps.....

NEIGHBOURS:

4 x Sim+ Iceland Frozen Foods, Unit 4 Chalfont Way

Kwik Save Group Plc, Unit 3 Chalfont Way

Blockbuster Video, Unit 5 " "

Fraser Garages, Unit 1 " " ✓

Bass Taverns, Unit 2 " "

50, 52, 54, 56, 58, 60 Bradmore Way

9, 10, 11, 12, 14, 15 Fakenham Close

6, 7, 8, 9 Felthorpe Close

HEPHER DIXON
TOWN PLANNING CONSULTANTS

Head of Planning & Transportation
Wokingham District Council
Civic Offices
Shute End
Wokingham
RG40 1BN

PLEASE REPLY TO LONDON

CP/343/L3982L
14th April 2000

22 MAY 2000* 1503

Dear Sir

Proposed Freestanding Restaurant Facility

On behalf of our client, McDonalds Restaurants Ltd, please find enclosed duplicate full planning applications for the development of a '*Class A3 Restaurant*' at the above site.

We enclose 12 sets of the relevant forms and drawings which are listed at the end of this letter.

The Proposal

The proposal seeks permission for the development of a high quality, single storey restaurant with 75 – 85 seats. A take away service is available from the restaurant by using the drive-thru facility which allows car-borne customers to purchase their meals without leaving their vehicles.

The District Centre

McDonald's have been in discussions with the District Centre's owner (British Land) and the existing operators to produce a scheme which introduces a complementary activity which enhances the vitality and viability of the shopping provision without causing any operational difficulties.

The site layout has been designed to position the restaurant building in the area of land / parking adjacent to the discount foodstore (see plan 4786/1).

(cont

100 Temple Chambers
Temple Avenue
London
EC4Y 0HP
Tel - 0171 353 0202
Fax- 0171 353 1818

62 High Street
Stony Stratford
Milton Keynes
MK11 1AQ
Tel - 01908 562 800
Fax- 01908 560 161

Temple Court
Cathedral Road
Cardiff
CF1 1HA
Tel - 01222 786 623
Fax- 01222 786 663

Directors
Roger A Hepher BA MTP FRICS MRTPI
Peter G B Dixon MA ARICS MIHT
Christopher Potts BA (Hons) MRTPI
Duncan N Parr BA DUPI DipTP FRGS MRTPI
E-mail - townplanning@hepherdixon.co.uk
Hepher Dixon Ltd. Registered in England No. 3701328



The McDonald's proposal would result in the 'loss' of some 50 car parking spaces from the current total of 137, although there would be some 20 replacement spaces provided for McDonald's use.

Car Parking

When McDonald's first discussed the opportunity with the various parties in late 1997 they considered the extent to which the existing car park is used, and whether there was sufficient surplus spaces available to ensure there would be no overall harm to the scheme and the other operators. The results of the survey at that time were encouraging.

More recently a further survey was undertaken in March 2000 to assess the current situation against which the application can be assessed. In summary, the surveys on Friday 17th March (11am – 8pm) and Saturday 18th March (11am – 8pm) showed that the maximum car parking accumulation occurred on the Saturday at 3pm where 62 of the 137 spaces were occupied (leaving 75 vacant). The majority of the available spaces were, unsurprisingly, in the area of car park where the restaurant is now proposed.

A note from McDonald's traffic advisor will be submitted shortly which will provide further statistics.

Impact upon Existing Operators

The existing operators at the District Centre are well aware of the surplus level of parking provision and the need to make the centre more attractive. There is support for the McDonald's scheme which it is considered will introduce one of the World's most successful brands and broaden the range of services available at this location.

Linked Trips

The development of a restaurant within an established defined District Centre is fully in accordance with central government advice (PPG6). This provides an opportunity for linked trips from customers already using the existing shops, public house and petrol filling station which satisfy the objectives of PPG13 (current and draft). In a location such as this there is obviously less need to meet car parking standards given the extent of shared trips.

The introduction of the restaurant will reinforce the role of the District Centre which is in accordance with local plan policy.

(cont

Design

The enclosed plans show a single storey, high quality, modern building to be developed in the applicant's popular house style with landscaping and well laid out and accessible car park. The development represents a significant investment of almost £1 million (excluding the land cost).

The applicant is happy to accept a condition requiring the brick and roof material to match the adjacent retail buildings.

The facility incorporates a drive-thru lane, which is a section of coloured roadway delineated from the main parking and circulation area.

Landscaping

The landscaping will enhance where possible the existing perimeter planting.

At this stage, landscaping is illustrated on the feasibility plan (4786/1) for indicative purposes only.

Signage

The advertisements shown on the elevations are indicative only although applications will be submitted shortly.

Opening Hours

McDonald's core trading hours in this location are likely to be 7.00am to midnight daily. 11 o'clock verified by Chris PSMS 24/7

Servicing

Servicing will occur approximately three times per week and last between 30 minutes and an hour depending on the delivery required. Servicing is undertaken by Golden West Foods Ltd who operate exclusively to serve McDonald's Restaurants and currently deliver to over 1150 stores nationwide.

The site layout allows McDonald's to utilise the existing servicing area to the rear.

Employment

It is estimated the restaurant would create employment for 50-60 staff. With the exception of three or four managerial posts, which are being transferred from other restaurants, all positions would be recruited locally. (cont



Approximately 60% of the jobs would be part-time which provides opportunities for those people seeking flexible working arrangements.

The proposal provides opportunities to those members of the Community who have difficulty finding employment, such as school leavers, long term unemployed and mothers returning to work.

Staff are given significant opportunities for career advancements through training programmes and courses which provide certificates recognised by the Hotel and Catering Training Board.

Litter

Whilst litter is not a planning issue, McDonald's are very conscious of the problems that it can create. McDonald's, therefore, ensures that sufficient litter bins are provided in the restaurant and around the overall site. In addition, McDonald's staff undertake 'litter patrols' in the vicinity of each restaurant and collect all litter, not just McDonald's packaging. The high standards adopted by McDonald's ensure that sufficient litter bins are provided and the use of 'litter patrols' represent a responsible approach in recognising the concerns of the local community.

On a national scale, McDonald's work in close partnership with the Tidy Britain Group on the 'Spring Clean Initiative' and the 'Bin It For Britain' campaigns. These involve restaurant staff being involved with youth groups and school children to encourage good litter behaviour.

Facilities for Disabled Persons

McDonald's is a member of the Employees Forum on Disability which exists to help recognise, recruit and develop the careers of people with disabilities. McDonald's Restaurants, Head Office and Regional Offices are all designed to allow easy access for employees and visitors who have special needs. The proposed freestanding restaurant allows for access for disabled customers and the site layout shows car parking spaces reserved for disabled customers. The position of the disabled spaces will ensure that access can be obtained to the building with drop and flush kerbs where appropriate.

(cont

Conclusion

The application seeks the development of a complementary restaurant facility at the established District Centre to enhance its viability and vitality. Surveys have demonstrated there would be no detrimental impact upon the provision of parking. The restaurant will be constructed such that the materials reflect the established appearance of the adjacent buildings.

Should you require any further information then please do not hesitate to contact Christopher Potts at the London office.

Yours faithfully



Hepher Dixon

Enc: x 12

Planning Application form (including Certificate B)
Drawing No: 4786/1 – Site Location Plan and Site Layout
Drawing No: 4786/3 – Proposed Elevations
Cheque £1,900 (£950 x 2

cc: Andrew Watson, McDonald's
Ian Brown, McDonald's
Dave Barwick, Lewis & Hickey
Lorna Randall, ADL

1933

ADDRESS 3 CHALFONT SQUARE, CHALFONT WAY PARISH LOWER EARLEY

PLOT No. AREA 20 KWIKSAVE ORD. SHEET No. 6

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decisi
01945	LOWER EARLEY PLAN			CA
39070	W/DR.			
41675	CENTROS PROPS/PAYNEAIL SECURITIES	RETAIL STORE	25.2.94	CA
FP94/2604		S/ST. PORTAL FRAME BLDG.	15.7.94	AAP
43243	KWIKSAVE GROUP plc.	NON-ILL. DEV. BOARD	28.9.94	K
43572	"	ILL. SIGNS	29.11.94	C
FP94/3121	"	INT. SHOPFITTING	23.11.94	AAP
95/63044/F	CENTROS PROPS	SEE 1 FOR DETAILS	15.1.96	CL

MINISTRY DECISION

SPECIAL ORDERS

22.MAY2000* 1503

PLANNING SERVICES	IPT
POL	TLS
DC	ENF
APP	
CS	
22 MAY 2000	
COPIES TO:	ACK:
	FILE:

Our Ref: 4786/C1/MG/db

19th May 2000

Head of Planning and Transportation
Wokingham District Council
Civic Offices
Shute End
Wokingham
RG40 1BN

Dear Sir,

CHALFONT SQUARE
LOWER EARLEY
READING
PROPOSED FREE STANDING RESTAURANT FACILITY
TOWN & COUNTRY PLANNING ACT 1990

Further to our Client's recent application for the above site, (issued by Hepher Dixon 14th April 2000) we would be grateful if you would substitute the following drawing for that originally submitted:

12no. copies of:

Drawing No.	Status	Title	Scale
4786/1/1	I	Proposed Site Layout	1:200

We trust that the above is sufficient for your Council to continue considering this submission, but we would be pleased to forward any further information you may require.

Yours faithfully

22.MAY2000 1533

LEWIS & HICKEY

cc. Mr I Brown McDonald's Restaurants Ltd (+ copy drawing)
Mr C Potts Hepher Dixon (+copy drawing)

F:\GUILDFRD\ADMIN\4786\CIVDBLE-002.DOC 19/05/00

lewis & hickey
Guildford

chartered architects
designers planners
project managers
18 Farnham Road
Guildford Surrey GU1 4XA
tel 01483 560908
fax 01483 564522/560660
email all@lewishickeyguildford.com
web www.lewishickey.com

managing partner
M J Gallagher Dip Arch(Hons) FIMgt MIOD RIBA
senior partner
Wm Martin BArch FIMgt FIOD RIBA
managing partners
R Goold MBIAT
S P Inwood HTEC(Arch)MBIAT MAPM
M F Jauncey BA(Hons) DipArch MIMgt RIBA
P Miele BSc(Hons) DipArch RIBA ARIAS MaPS (Scotland)
D W Thomson BArch(Hons) MArch MIOD RIBA
C S Wilkinson BA(Hons) DipArch MIMgt MIOD RIBA
partners
K W Arnold HNC MSAID
M Annand BSc(Hons) Dip Arch RIBA ARIAS MaPS
P S Daines FCCA
B J Forrest HNC(Arch) MaPS
T Hall BA(Hons) Dip Arch(Hons) RIBA
J F Meade BA(Hons) Dip Arch RIBA
C Nicol BArch(Hons) Dip Arch RIBA ARIAS
Ms P J Reason BA(Hons) Dip Arch RIBA
Senior Associates
J E C Budd BA(Hons) Dip. Arch. RIBA
A N Lenthall BA(Hons) Dip Arch RIBA
D A Osborne BA DipArch(Hons) RIBA
S G Reading HNC, ABIAT
L Tinder HTEC (Arch) ABIAT
Associates
P Anderson BArch(Hons) DipArch ARIAS
K C Ralston MA(Hons)Dip Arch RIBA ARICS FSAScot
Financial Manager
P S Daines FCCA
Facilities Manager
A Beattie BA(Hons) Dip Arch
Administration Manager
Y M Wilkinson RSA
other services:
- **engineering services**
- **interiors**
- **planning development & urban design**
- **project management**
- **research & development**
- **safety management**
- **shopfit**

also at
Edinburgh
1 St. Bernard's Row
Edinburgh EH4 1HW
United Kingdom
tel 0131 343 6222
fax 0131 332 7332
London
17 Dorset Square
London NW1 6QB
tel 0207 724 1611
fax 0207 724 2282
Nottingham
79/81 Mount Street
Nottingham NG1 6HE
United Kingdom
tel 0115 988 4500
fax 0115 988 4501
Dublin
Bow Bridge House
Bow Lane West
Dublin 8, Ireland
tel 00353 1 677 5359
fax 00353 1 677 5360
Prague
Karlova 48
Praha 1
110 00
Ceská Republika
tel 00420 2 2423 9200
fax 00420 2 2423 9699

Certificate No. FS 36689

International Associate Offices
Amsterdam Barcelona Berlin Brussels Budapest Delhi Istanbul Lusaka Munich New York Paris Rotterdam Toronto Valencia Vienna

Town and Country Planning (General Development Procedure) Order 1995

CERTIFICATE UNDER ARTICLE 7

Certificate B

We certify that: 22.MAY2000* 1503

The applicant has given the requisite notice to everyone else who, on the day 21 days before the date of the accompanying application, was the owner* of any part of the land to which the application relates, as listed below.

Owner's name	Address at which notice was served	Date on which notice was served
British Land	c/o Conrad Ritblat 9 Marylebone Lane London W1M 5PA	14th April 2000
Kwik-Save	c/o Conrad Ritblat	14th April 2000
Blockbuster	c/o Conrad Ritblat	14th April 2000
BP Oil UK	c/o Conrad Ritblat	14th April 2000
Bass Taverns	c/o Conrad Ritblat	14th April 2000

None of the land to which the application relates is, or is part of, an agricultural holding.

Signed Hepher Dixon

On behalf of McDonald's Restaurants Ltd

Date 14th April 2000

* *"owner" means a person having a freehold interest or a leasehold interest the unexpired terms of which is not less than seven years.*

Town and Country Planning (General Development Procedure) Order 1995

CERTIFICATE UNDER ARTICLE 7

Certificate B

22.MAY2000* 1503

We certify that:

The applicant has given the requisite notice to everyone else who, on the day 21 days before the date of the accompanying application, was the owner* of any part of the land to which the application relates, as listed below.

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Signed Hepher Dixon

On behalf of McDonald's Restaurants Ltd

Date 14th April 2000

* *"owner" means a person having a freehold interest or a leasehold interest the unexpired terms of which is not less than seven years.*

1769a

WOKINGHAM DISTRICT COUNCIL
PLANNING APPLICATION

PART 1

APPLICATION FOR PERMISSION TO CARRY OUT DEVELOPMENT - TOWN AND COUNTRY PLANNING ACTS

Please answer ALL QUESTIONS in BLOCK LETTERS. If a question is not applicable, answer N/A in space. Please submit SIX copies of this form and plans to:-

THE DISTRICT PLANNING OFFICER
WOKINGHAM DISTRICT COUNCIL
PLANNING DEPARTMENT
P O Box No. 157
COUNCIL OFFICES
SHUTE END
WOKINGHAM
BERKSHIRE, RG40 1WR

FOR OFFICE USE ONLY

22 MAY 2000* 1503

1.	APPLICANT'S NAME	McDONALD'S RESTAURANTS LTD
	ADDRESS	C/O AGENT
	POST CODE	PHONE
2. If the applicant has an agent, all correspondence will be sent to the agent	AGENT'S NAME	HEPHER DIXON (CONTACT C. POTTS)
	ADDRESS	100 TEMPLE CHAMBERS, TEMPLE AVENUE, LONDON
	POST CODE	EC4Y 0HP PHONE 020 7353 0202
3. On the plans show the SITE outlined in RED Show also OTHER land in the applicant's ownership or control in BLUE.	SITE LOCATION	LAND ADJACENT TO FOODSTORE, CHALFONT WAY, LOWER EARLEY CENTRE
4. WHAT IS THE APPLICATION FOR ? Give brief details and state for what purpose this site and any buildings will be used.		CLASS A3 RESTAURANT
5. Give the area in hectares or part of a hectare	AREA OF SITE	0.13
6. State the applicant's interest in the land e.g. owner, prospective purchaser, lessee	OWNERSHIP	PROSPECTIVE TENANT
List all the plans and drawings submitted with the application	PLANS/DRAWINGS	See Covering Letter

8. DOES THE APPLICATION INVOLVE ANY OF THE FOLLOWING ?

Tick the boxes(x)

CHANGE OF USE	☐	REDEVELOPMENT	☐
ERECTION OF NEW BUILDING	☒	ALTERATION or EXTENSION	☐

9. WHAT TYPE OF APPLICATION IS THIS ? Tick one box only

OUTLINE PERMISSION	☐	See question 10
FULL PERMISSION	☒	
APPROVAL OF DETAILS/RESERVED MATTERS	☐	State relevant outline permission number Also complete Question 10
TEMPORARY PERMISSION	☐	State period required
RELAXATION OF CONDITIONS	☐	State relevant application number Conditions to be relaxed

10. IF THIS IS AN OUTLINE APPLICATION OR AN APPROVAL OF RESERVED MATTERS, which details, if any, do you wish to be considered as part of this application ?

SITING	☐	EXTERNAL APPEARANCE	☐
DESIGN	☐	MEANS OF ACCESS	☐
LANDSCAPING	☐		

11. WHAT IS THE EXISTING USE OF THE LAND AND/OR BUILDING(S) e.g. residential, industrial, etc. If the site is vacant say so, and also state its previous use and when that ceased.

Car Parking

12. DOES A PUBLIC RIGHT OF WAY CROSS OR ABUT THE SITE OR THE PROPOSED ACCESS?

YES (NO)

If yes, show existing route(s) and any proposed alternatives on the plans

13. ARE THERE ANY TREES ON THE SITE? IF YES, ARE ANY TO BE FELLED?

YES (NO)

If yes, please show their positions, spread and species on the plans and which, if any, are to be felled.

14. STATE EXTERNAL MATERIALS TO BE USED.

To Match Existing Retail Buildings

15. HOW WILL THE SITE BE ENCLOSED? Say whether walls, fences or hedges, and give height, colour and materials. If the site is divided into plots, say how each is to be enclosed.

See Plan 4786-1

16. HOW WILL SURFACE WATER BE DISPOSED OF?

To Be Agreed

17. HOW WILL FOUL SEWAGE BE DISPOSED OF?

To existing system (YES)/NO

If no, please give details

18. WHAT ARE THE ACCESS ARRANGEMENTS?
AS EXISTING
AS PROPOSED
Give details of pedestrian and vehicular access

Existing Access to District Centre

19. HAS PROVISION BEEN MADE FOR THE DISABLED? See notes for applicants

See covering Letter

20. IF THIS PROPOSAL INVOLVES RESIDENTIAL DEVELOPMENT OR THE LOSS OF RESIDENTIAL UNITS, COMPLETE THE FOLLOWING TABLE

	No. OF DWELLINGS/HABITABLE ROOMS PROPOSED		TO BE RETAINED		TO BE LOST	
HOUSE	/	*	/	*	/	*
BUNGALOW	/	*	/	*	/	
FLAT/MAISONETTE	/	*	/	*	/	*
OTHER	/	*	/	*	/	*

* STATE No. OF HABITABLE ROOMS

21. DOES THE PROPOSAL INVOLVE ANY NON-RESIDENTIAL BUILDING OR USE?

(YES) NO

If YES, complete Part 2 of the form

22. DOES THE PROPOSAL INVOLVE THE WINNING, WORKING OR PROCESSING OF MINERALS; THE DISPOSAL OF MINERAL WASTE, OR THE DEPOSIT OR PROCESSING OF REFUSE AND WASTE MATERIALS?

YES (NO)

If YES, please ask for and complete Part 3 of the form

23. STATE THE FEE ENCLOSED WITH THIS APPLICATION
The current scale of fees is enclosed. If you believe a reduced fee or no fee is payable, say why.

£950

I hereby apply for permission in respect of the particulars described above and in the attached plans and drawings. If planning permission is granted, the development must be carried out strictly in accordance with the approved plans. Failure to do so could result in enforcement action being taken. Permission under the Town & Country Planning Acts does not obviate the possible need to apply for Building Regulations approval.

SIGNED [signature] ON BEHALF OF McDonalds Restaurants Ltd DATE 14/04/00

Before submitting the application check that it is complete, that all questions have been answered and that the site boundary and the new work are clearly edged in red on the plans. Every application must be accompanied by the appropriate certificate and fee. See 'NOTES TO HELP APPLICANTS'.

1769c

PLANNING APPLICATION

PART 2

This part of the form need only be completed if the application involves non-residential development. Please answer all questions in print or block letters. If the answer is not applicable, write N/A in the space. You may wish to amplify your answers in a covering letter.

24. STATE THE GROSS FLOOR SPACE (by external measurement) OF ALL BUILDINGS TO WHICH THIS APPLICATION REFERS. Please give all floor areas in SQUARE METRES.

	USE CLASS	Existing floor space		Proposed additional floorspace created by	
		Retained in existing use	Lost by change of use or demolition	New building	Change of use
A1	SHOPS				
A2	FINANCIAL AND PROFESSIONAL SERVICES				
A3	FOOD AND DRINK			320	
B1(a)	OFFICE (other than A2)				
B1 (b)	RESEARCH AND DEVELOPMENT				
B1 (c)	LIGHT INDUSTRIAL				
B2	GENERAL INDUSTRIAL				
B3-7	SPECIAL INDUSTRIAL				
B8	STORAGE OR DISTRIBUTION				
C1	HOTELS AND HOSTELS				
C2	RESIDENTIAL INSTITUTIONS				
D1	NON-RESIDENTIAL INSTITUTIONS				
D2	ASSEMBLY AND LEISURE				
OTHER	Please Specify				
OTHER	Please Specify				
	TOTAL			320	

25. IF C1 OR C2 USE IS PROPOSED, PLEASE STATE NUMBER OF BED SPACES

26. WHAT PROVISION IS BEING MADE FOR PARKING?

SEE LAYOUT AND COVERING LETTER

	Cars	Lorries
Existing		
Proposed		

27. DESCRIBE THE ACTIVITY OR PROCESSES TO BE CARRIED ON
Please provide details of any equipment, plant or machinery to be installed and any end products. You may wish to amplify your answers in a covering letter.

McDONALD'S RESTAURANT. EAT-IN RESTAURANT, TAKE AWAY AND DRIVE-THRU FACILITY

28. WHO WILL OCCUPY THE PREMISES?
a) Give the name and current operating address of the proposed occupier
b) Will these premises be vacated?

McDONALD'S RESTAURANTS LTD

29. IF KNOWN, HOW MANY PEOPLE ARE LIKELY TO BE EMPLOYED ON SITE AFTER COMPLETION OF THE DEVELOPMENT?

Existing Staff	Transferred Staff	New Staff	Total
	Approx 4	50-60	50-60

30. DOES THE PROPOSAL INVOLVE THE USE OR STORAGE OF ANY OF THE HAZARDOUS SUBSTANCES LISTED IN THE NOTES?
If so, state this material, the quantity and method of storage.

NO

Before submitting the application check that it is complete, that all questions have been answered and that the site boundary and the new work are clearly edged in red on the plans. Every application must be accompanied by the appropriate certificate and fee. See "NOTES TO HELP APPLICANTS".

1769d

YOUR PLANNING APPLICATION

WHY DO YOU NEED TO MAKE A PLANNING APPLICATION ?

New buildings, major alterations and enlargement of existing buildings, and many changes in the use of buildings and land need planning permission.
The Town and Country Planning Acts impose a duty on Local Authorities to control these changes, and this means that a balance has to be found between the need and pressure for change, and the desire to protect the character of settlements and the countryside.
The merits of each application are, therefore, carefully examined.

WHAT ELSE MAY YOU HAVE TO DO ?

Listed Building Consent:	for works to a Listed Building; or for demolition works on land within the curtilage of a Listed Building or within a Conservation Area.
Advertisement Consent:	for the display of advertisements or signs
Building Regulation Approval:	for most new building or construction work.

Special forms are available for these types of applications.

You should also check whether there are any other regulations with which you may need to comply.

WHAT HAPPENS TO THE APPLICATION ?

It will first be checked to see if it is complete and if it is, it will be registered.

Consultations will be carried out with public and other bodies, such as the Highway Authority, or Local Parish Councils.

Publicity may be given to allow local people the opportunity to comment on your proposals.

The application will be considered in relation to the Council's planning policies and guidelines, the past history of decisions on that site or in the locality, other standards (such as parking, or visibility at road junctions), and any other material considerations.

The site will be visited by a Planning Officer You may be asked to submit more information, or to amend your application.

The application will then be considered either by a Planning Committee or Sub Committee (made up of Councillors) or by the Chief Officer responsible for planning matters. Objections to an application will be taken into consideration by the Committee or the Chief Officer.

Shortly after the application has been determined, you will receive a Decision Notice.

HOW LONG WILL IT TAKE ?

An application will generally be determined within eight weeks although a longer period may sometimes be required for a complicated application.

WHAT SORT OF DECISION CAN BE MADE ?

Your application may be approved.

Your application may be approved subject to certain conditions. These could impose restictions on the use of land or buildings, or require further details to be approved at a later stage, (e.g. materials or landscaping).
You may appeal against the conditions, but this opens the entire permission to review by the Secretary of State.

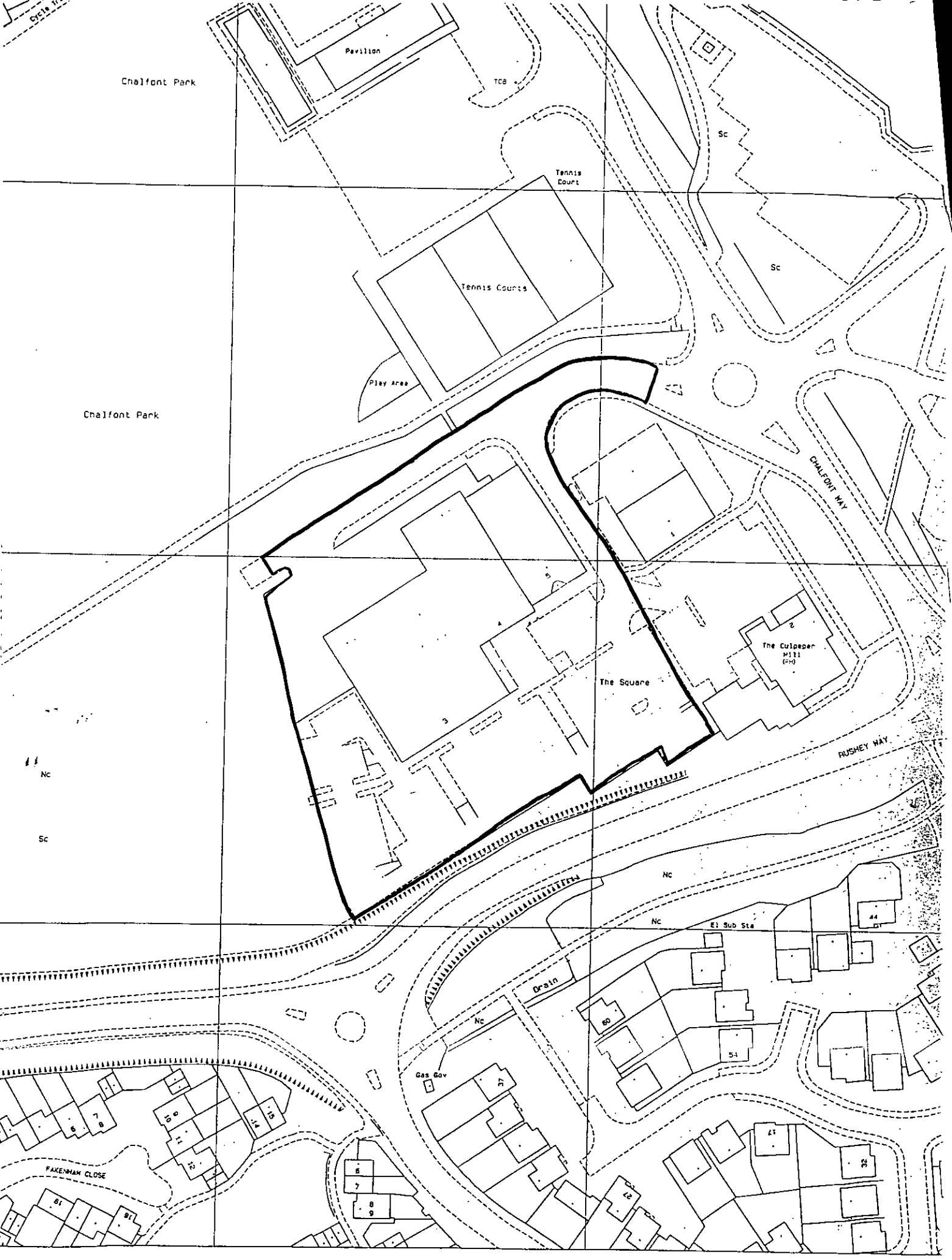
Your application may be refused. The reason will be listed on the Decision Notice.

WHAT HAPPENS IF THE APPLICATION IS REFUSED ?

You have the right to appeal against the refusal to the Secretary of State, but you have to do that within six months. Appeals can be dealt with by written representations by both sides, or by a Public Inquiry.
You may ask the Planning Officer whether an amended application would be more likely to receive planning permission.

DATA PROTECTION ACT 1984

'Information contained in this form is likely to be personal data within the terms of the Data Protection Act 1984, and as such will be held by the Council on computer (such as the PLANAPS applications processing system) and may be used by the Council only for purposes registered under the terms of the Data Protection Act.'



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Chalfont Park
Pavilion
TCB
Sc
22.MAY2000* 15:4
Tennis Court
Tennis Courts
Play Area
Chalfont Park
CHALFONT WAY
The Culpeper Hill (PH)
The Square
RUSHEY WAY
Nc
Sc
El Sub Sta
Drain
Gas Gov
FAKENHAM CLOSE
741
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