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YSTEMS LTD

4

APPLICATION NO:
F/2000/1504

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

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

PROPOSAL:
Proposed ercetion of A3 drive through restauarant (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/2000/1504

Parish: **EARLEY**

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

Proposal: **Proposed erection of A3 drive through restauarant (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: _____

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.

Traffic Engineering Ltd

ADL Traffic Engineering Limited
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The Oaklands Business Park
Armstrong Way
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Bristol
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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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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.

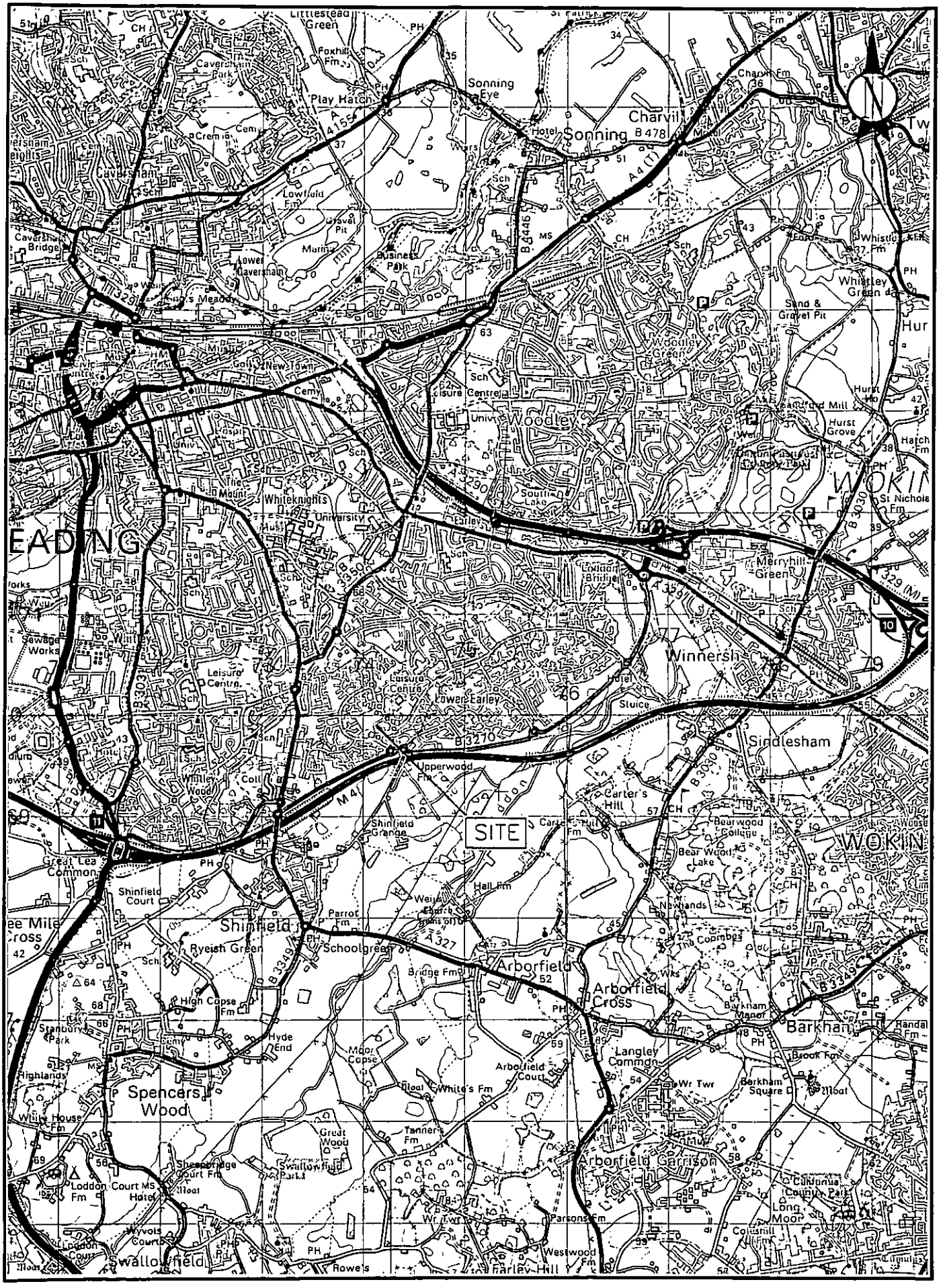
7.5 Interview surveys have been undertaken at the Crawley and Eastbourne restaurants and these have demonstrated that on average 70.5% of the vehicles anticipated to visit the site, would already be on the road network in any event and only 29.5% are anticipated to be additional trips.

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.

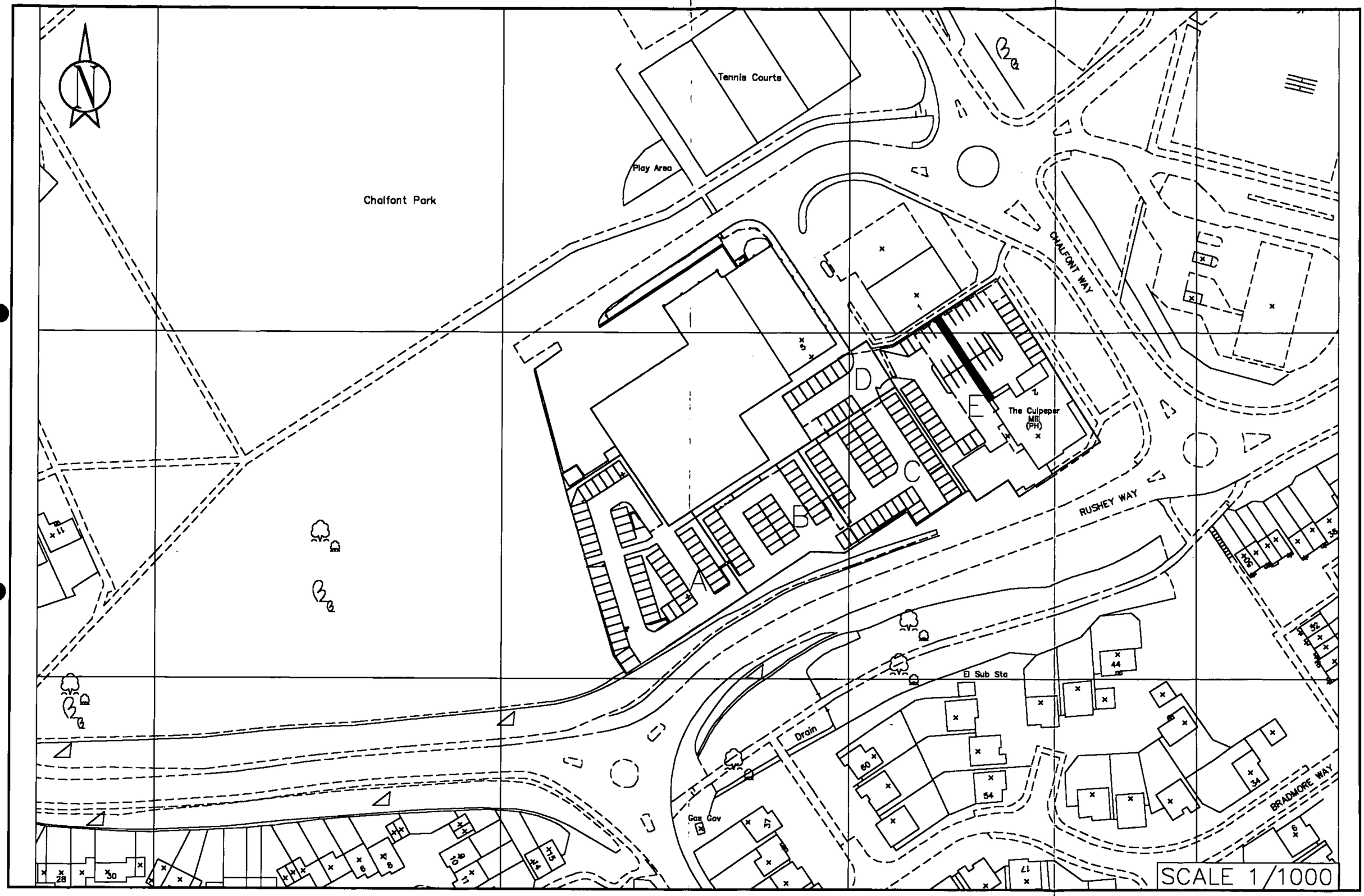
7.8 The analysis of PPG 13 Transport and the new draft and consideration of the sustainability issues, with reference with recent McDonald's public inquiry decisions, demonstrates that proposed McDonald's restaurant with drive thru' facility is consistent with rather than being contrary to the aims and 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


SITE
Sonning
Charvil
Woodley
Earley
Winnersh
Sindlesham
Arborfield
Arborfield Cross
Barkham
Shinfield
Spencers Wood
Swallowfield
Farley Hill
Arborfield Garrison
Lower Earley
Whiteknights
Shinfield Grange
Bear Wood
Langley Common
Play Hatch
Sonning Eye
Merryhill Green
Whitley Green
Hurst
Schoolgreen
Ryeish Green
Great Lea Common
Hyde End
Farley Hill
Westwood
Parsons Fm
Upperwood Fm
Carter's Hill
Bear Wood Lake
Newlands
Barkham Manor
Berkham Square
Arborfield Court
Shinfield Court
Loddon Court
Sheepbridge Court Fm
Swallowfield Park
Great Wood
Tanner's Fm
White's Fm
Major Copse
High Copse Fm
Hall Fm
Parrot Fm
Bridge Fm
Foxhill Fm
Lowfield Fm
Caversham Park
Caversham Bridge
Lower Caversham
Business Park
Leisure Centre
Sewage Works
Sluice
Hurst Grove
Whitley Wood
Whitley
Shinfield
Arborfield
Arborfield Cross
Barkham
Woodley
Earley
Winnersh
Sindlesham
Caversham
Reading
Wokingham
M4
A329
A327
A3290
A3032
B3270
B3350
B3030
B3349
B3016
B3031
B3032
B3030
B3030
B3030

APPENDIX 2.0

SITE AND SURROUNDING AREA



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

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

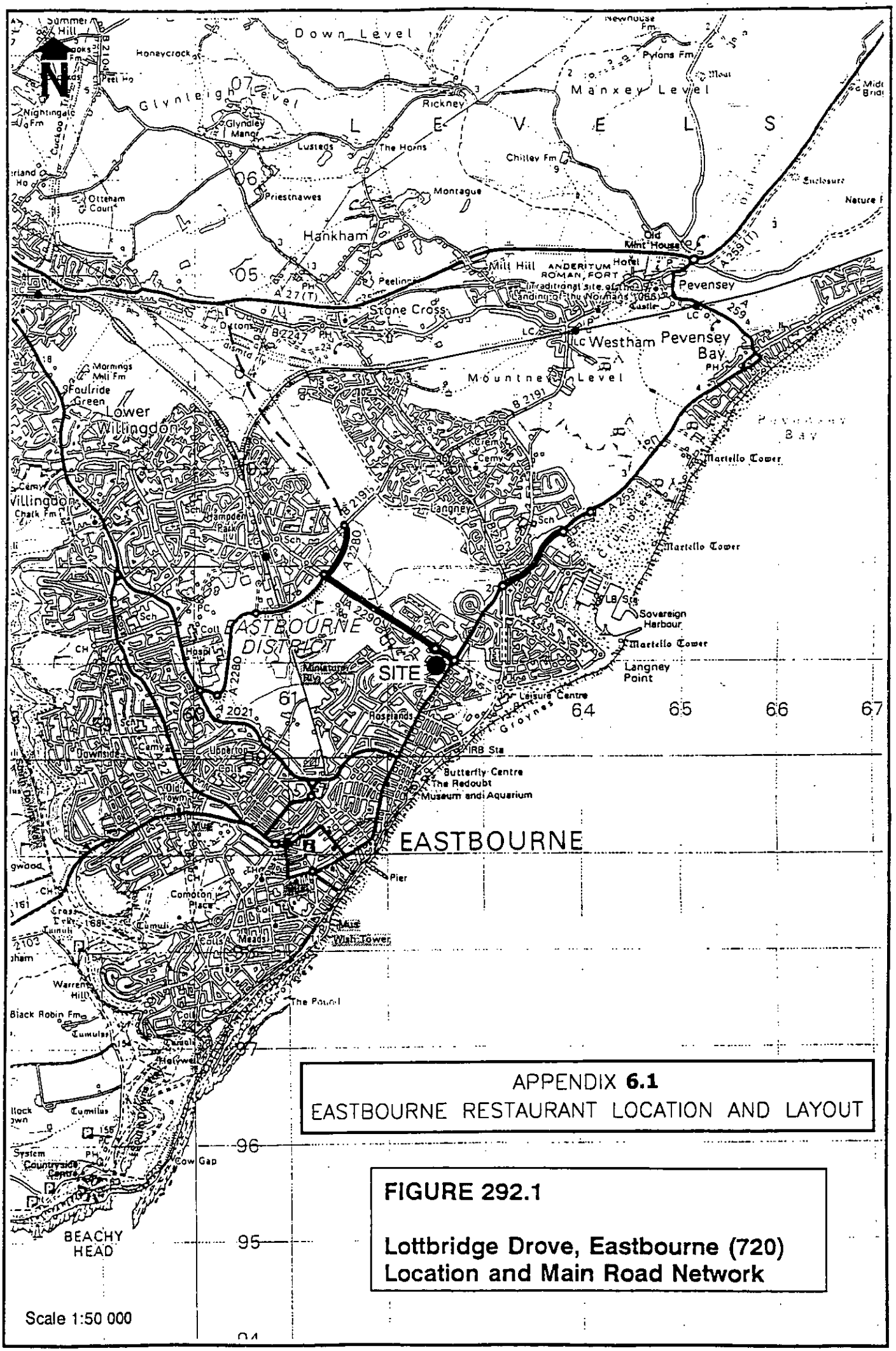
APPENDIX 6.0

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

Copyright: Peter Evans Partnership

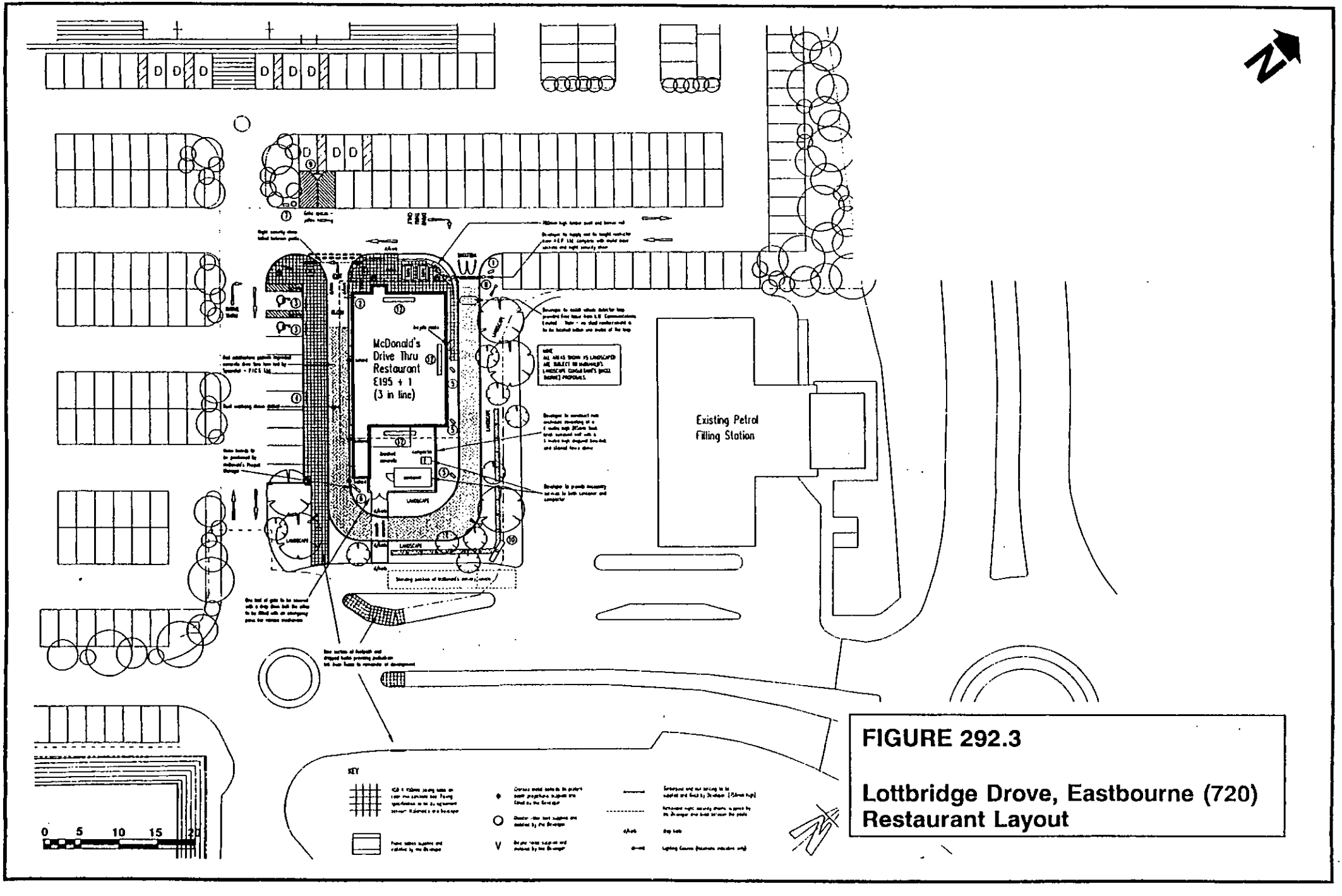


FIGURE 292.3

Lottbridge Drove, Eastbourne (720)
Restaurant Layout

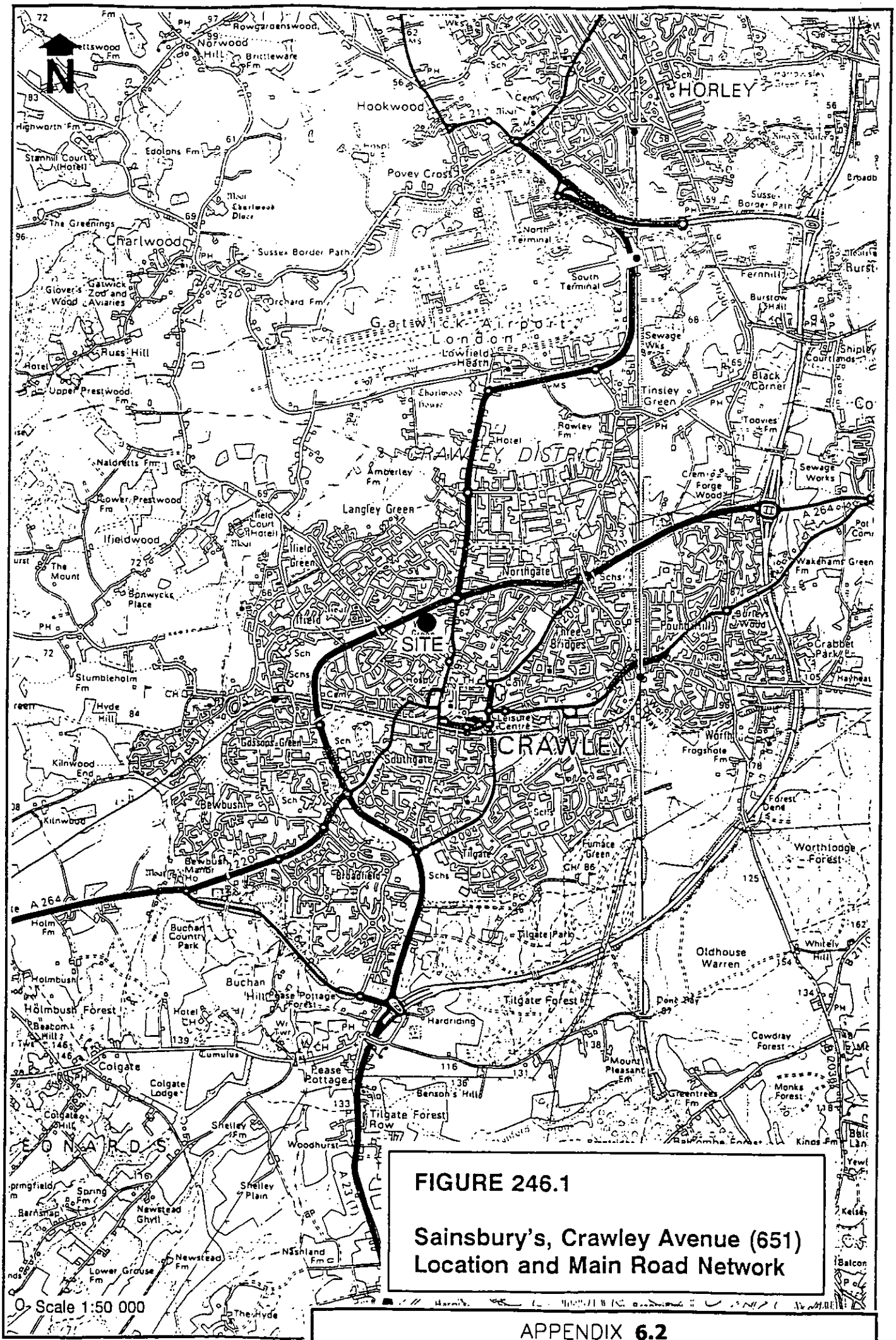


FIGURE 246.1

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

APPENDIX **6.2**
CRAWLEY RESTAURANT LOCATION AND LAYOUT

Copyright: Peter Evans Partnership

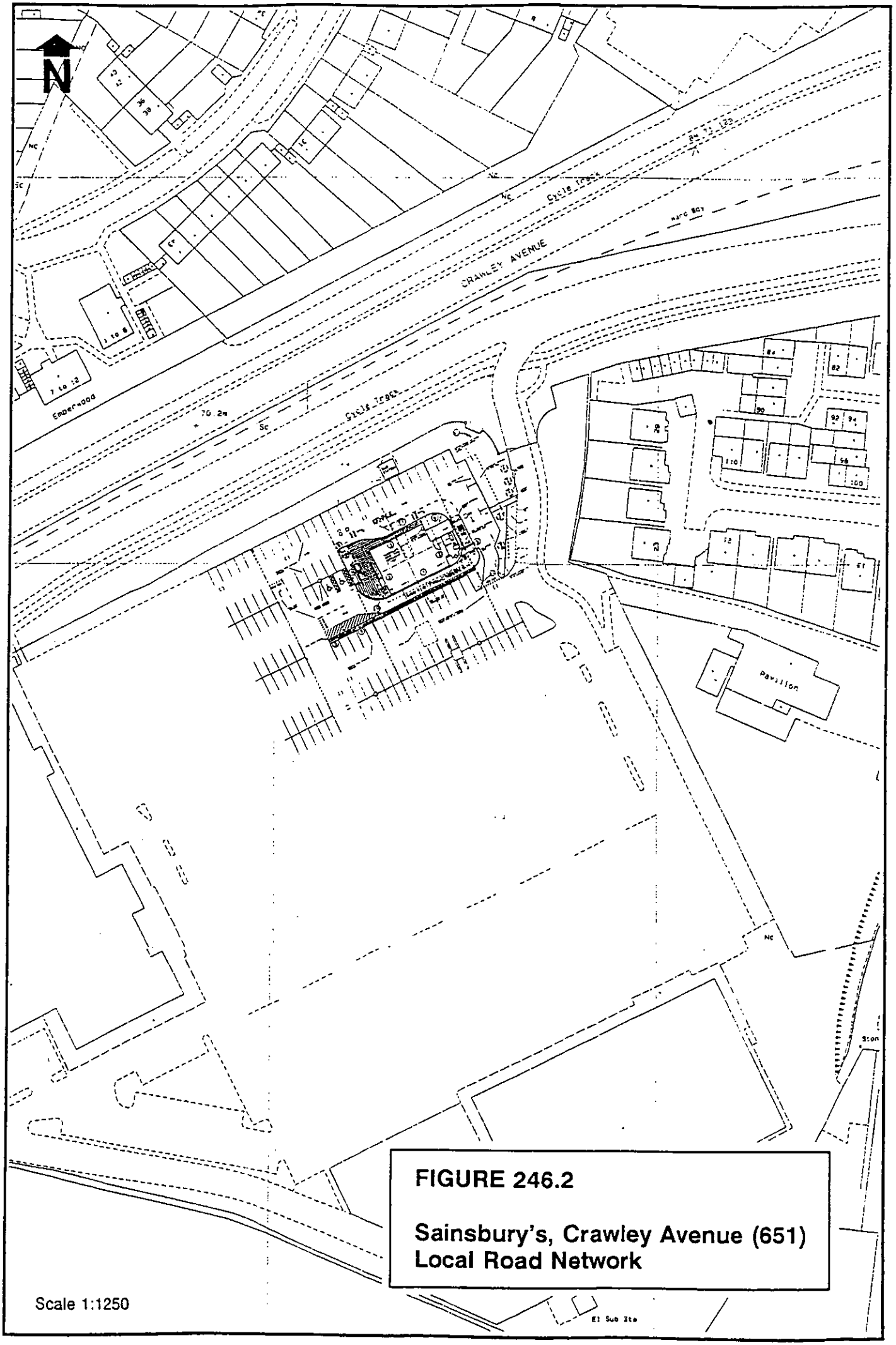


FIGURE 246.2

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

Scale 1:1250

Copyright: Peter Evans Partnership

Copyright: Peter Evans Partnership

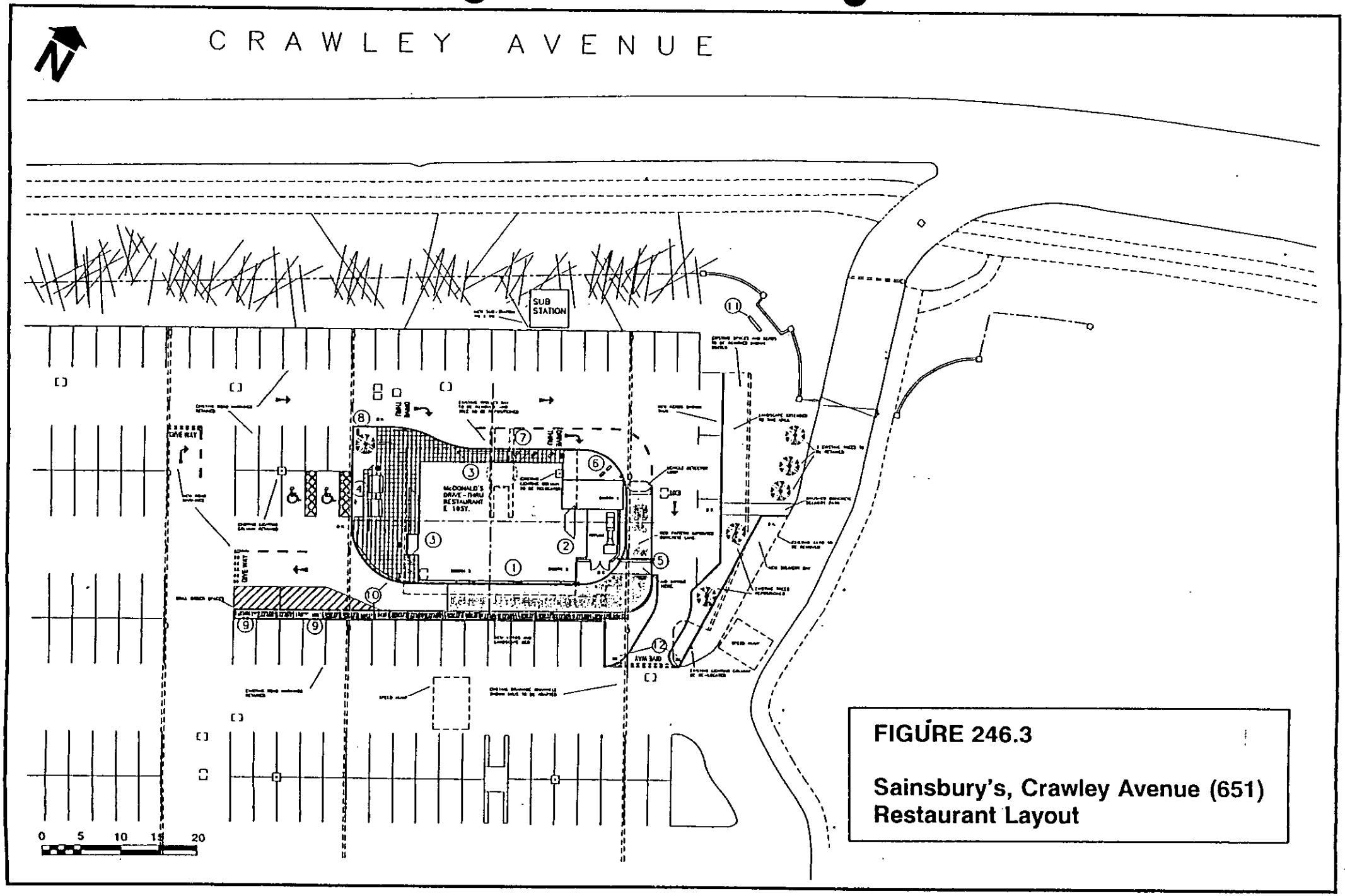


FIGURE 246.3

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

Received by Wokingham District Council

Application No: F/2000/1504

PROPOSAL:
Proposed ercetion of A3 drive through restauarant (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

WORK SHEET FOR : Lynette Baker

Application Number : F/2000/1504

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

Location : Land Adjoining Kwiksave, The Square, Chalfont Way, Earley, Reading.
Proposal : Proposed ercetion of A3 drive through restauarant (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/2000/1504

Appraisal :

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

Application Number F/2000/1504
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/2000/1504

OFFICER: Lynette Baker

DATE OF SITE VISIT:.....

1 SITE/STATUTORY NOTICE DISPLAYED ?

2. DESCRIPTION OF SURROUNDINGS

3. DESCRIPTION OF SITE/BUILDING

4. RELATIONSHIP TO ADJOINING PROPERTIES

5. SITE CONSTRAINTS

TREES

ACCESS/PARKING

LEVELS

BOUNDARY TREATMENT

OTHERS

WOKINGHAM UNITARY
Aiming for Excellence

Applicationo	Name & Address
F/2000/1504	R D Shainbrook 45 Rosemary Avenue Earley Berks RG6 5YQ
F/2000/1504	Mr D Fatherty 6 Wickford Way Earley Berks RG6 4HP
F/2000/1504	M C Beck 15 Durand Road Earley Reading Berks
F/2000/1504	Mrs J L Allen 9 Caraway Road Earley Reading Berkshire RG6 5XR
F/2000/1504	N Winham Tiptrees Tiptree Close Rushey way Earley RG6 4HS
Application Approved	Letters sent 12.08.02

WOKINGHAM DISTRICT COUNCIL
SUPPORT SERVICES DEPARTMENT

M E M O R A N D U M

FROM: Kuldip Channa
Solicitor, Legal Services
(Environmental/Technical

MY REF: KKC/cma/106/EAR/4
EXT. 6538
DATE: 5th August, 2002

TO:

Kath Maguire **Land Charges**	**Nicola Lake** **Planning Officer**	**Gloria Keen** **Legal Dept.**
Keith Rogers **Highways Sections**	**Jim Dunning** **Planning Policy**	
James Sandford **Finance**	**Olu Akinmolayam** **Planning**	

LAND ADJACENT TO FOOD STORE – THE SQUARE, CHALFONT WAY, LOWER EARLEY (McDONALDS RESTAURANT LIMITED)
PLAN REFERENCE S/2000/1503 AND S/2000/1504

Please find attached the completed Section 106 Agreement in respect of the above mentioned site.

The Agreement was completed on the 2nd August, 2002.

The Developer is to make a contribution of £20,000 for the improvement of pedestrian facilities and general highway improvement in the vicinity of the development. The sum is to be expended within 5 years or the money or any unexpended money is to be refunded to the Developer.

The trigger for the contribution sum is the date of implementation of the Planning Permission.

Note to Kath Maguire:
Please can you register the Agreement as a Local Land Charge and confirm in writing that you have done so.

Note to Gloria Keen:
Can you please create a Deed Packet for the original Agreement and let me know the relevant Deed Packet number for reference on the file.

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

Thanks.

Kuldip

Kuldip K. Channa

DATED 2nd August 2002

WOKINGHAM DISTRICT COUNCIL (1)

and

GARAMEAD PROPERTIES LIMITED (2)

and

B.L.C.T (36240a) LIMITED (3)

and

McDONALDS RESTAURANTS LIMITED (4)

DEED OF AGREEMENT

made under S106 of the Town and Country Planning Act 1990 (as amended) relating to Land adjacent to Foodstore, The Square, Chalfont Way, Lower Earley Centre, Reading

Statutory Planning Referals:
F/2000/1503 and F/2000/1504

T E Kingswood
Solicitor to
Wokingham District Council
Civic Offices
Shute End
Wokingham
Berkshire RG40 1WH

DX 33506 Wokingham
Tel: 0118 9746538
Ref: SS/LS/KKC/CEM/S106.Mc/V.3

THIS AGREEMENT is made the 2nd day of August Two thousand and Two

BETWEEN

WOKINGHAM DISTRICT COUNCIL of Civic Offices, Shute End, Wokingham, Berkshire ("the Council") and Garamead Properties Limited of 10 Cornwall Terrace, Regents Park, London, NW1 4QP ("the Owners") and B.L.C.T. (36240a) Limited (incorporated in Jersey) of 10 Cornwall Terrace, Regents Park, London, NW1 4QP ("the Lessee") and McDONALD'S RESTAURANTS LIMITED ("the Developer") of 11/59 High Road East Finchley London N2 8AW

WHEREAS

(A) The Council is the Local Planning Authority for the purposes of the Town and tm Country Planning Act 1990 (as amended) for the administrative District of Wokingham in which the Application Land is situated

(B) The Council is for the purposes of Section 106 of the 1990 Act the Local Authority which can enforce the terms of this Agreement

(C) **The Ownership**

The Owners are the freeholders of the Application Land registered at the H M Land Registry under Title Number BK 321834

(D) **The Leasehold**

The Lessee is the Leaseholder of the Application Land registered at H M Land Registry under Title Number BK 365144

(E) **Planning Application**

The Developer made an application for planning permission for the development of the Application Land which has been ascribed the statutory reference number F/2000/1503 and F/2000/1504 for the development of a

single storey restaurant of 320 square metres with a drive-thru facility to permit customers to purchase their food without leaving their vehicles

(F) On 27th September 2000 the Council resolved to grant consent for the planning application under statutory reference F/2000/1503 and F/2000/1504 subject to the completion of this Agreement

(G) The Developer and Owner has agreed to enter into this Agreement conditionally upon planning permission being granted in respect of planning application under statutory reference F/2000/1503 and F/2000/1504

(H) Subject to the grant of the planning permission and upon implementation the Developer has agreed to pay to the Council the contribution sum of twenty thousand pounds (£20,000)

NOW THIS DEED WITNESSETH AND IT IS HEREBY AGREED AND DECLARED BY AND BETWEEN THE PARTIES HERETO AS FOLLOWS:-

OPERATIVE POWERS

(1) THIS AGREEMENT is entered into pursuant to Statutory Provisions and all powers enabling the Council and in particular to Section 106 of the 1990 Act to the intent that it shall bind the Owners and Developer and its successors in title and assign and the persons claiming under or through it

(2) The obligations created by this Agreement are planning obligations for the purposes of Section 106 of the 1990 Act

(3) **DEFINITION**

IN THIS AGREEMENT the following words and expressions shall have the following meaning:

"**the 1990 Act**" means the Town and Country Planning Act 1990 (as amended)

"**Agreement**" means the planning obligations by agreement and any modifications thereof approved by the Council made pursuant to the powers contained in Section 106 of the 1990 Act (as amended)

"Application" means the application for planning permission submitted to the Council bearing the statutory reference number F/2000/1503 and F/2000/1504

"Application Land" means the land shown edged red on the attached plan A

"Planning Permission" means the grant of consent for planning permission to the Developer in accordance with the planning application reference F/2000/1503 and F/2000/1504 in the form of the draft permissions annexed hereto

"the Development" means the development permitted by the Planning Permission

"Implementation" means the commencement of the Development by the beginning of the first "material operation" as defined in Section 56(4) of the 1990 Act in relation to the Development and "implement" and "implemented" shall be construed accordingly

"the contribution sum" means the sum of twenty thousand pounds (£20,000) payable by the Developer to be expended by the Council in accordance with the provisions of this Agreement

(4) **INTERPRETATION**

IT IS HEREBY FURTHER AGREED that where the consent so requires:-

(a) the singular shall include the plural and vice versa

(b) references to any party shall include the assigns and successors in title of that party

(c) where the party includes more than one person the obligations of that party shall be joint and several

(d) any reference to a statute or a provision thereof or a statutory instrument shall include all instruments orders plans regulations permissions and direction for the time being made issued or given thereunder or deriving validity therefrom

(e) the clause headings shall not be taken into account for the purposes of the construction or interpretation of this Agreement

(5) **COVENANTS BY DEVELOPER**

5.1 The Developer covenants so as to bind each and every part of the Application Land into whosoever hands the same may come to pay the Council on the date of Implementation the contribution sum of twenty thousand pounds (£20,000) ("the Basic Sum" together with an additional sum which additional sum shall be a sum equal to the difference between the Basic Sum and the sum arrived at by increasing the Basic Sum by the percentage by which the index of retail prices (all Items) published by the Central Statistical Office has been increased between the date of this Agreement and the date of payment of the Basic Sum to be expended by the Council for the improvement of the pedestrian facilities and general highway improvements in the vicinity of the development

5.2. The Developer further covenants to pay the Council's reasonable legal and administrative costs in the sum of £350 for the preparation of this Agreement

5.3. The Developer hereby indemnifies the Owners and the Lessee in respect of all actions, claims, demands, expenses and proceedings arising out of or in connection with or incidental to the covenants on the part of the Developer herein contained other than those arising out of or in consequence of any act, neglect, default or liability of the Owners and/or the Lessee

(6) **COVENANTS BY THE COUNCIL**

6.1 The Council covenants to issue the Permission within 7 working days of the date hereof

6.2 The Council covenants to expend the twenty thousand pounds (£20,000) for the improvement of pedestrian facilities and general highway improvements in the vicinity of the development and in the event that such sum (or any part of it) has

not been expended for such purposes within 5 years after payment to refund any unexpended amount to the Developer

(7) **COVENANTS BY OWNER**

The covenants by the Developer hereinafter set out are made with intention of binding the Owner's interest in the Application Land and any part or parts thereof into whosoever hands the same may come but so that no party shall be liable for any breaches of a covenant contained in this Agreement unless that party holds an interest in the Application Land in respect of which such breach occurred or held such an interest at the date of the breach

(8) **General**

8.1 In the event that the Planning Permission is quashed or revoked or otherwise withdrawn or ceases to have effect by operation of the law or (without the consent of the Owners and/or the Developer) is modified by any statutory procedure or expires before the Planning Permission has been Implemented then this Agreement shall cease to have effect.

8.2 Nothing contained or implied in this Agreement shall prejudice or affect the rights, powers, duties and obligations of the Council in the exercise of its functions as a Local Authority and its rights, powers, duties and obligations under all public and private statutes by laws, regulations may be as fully and effectually exercised as if the Council were not a party to this Agreement.

8.3 Local Land Charge provisions - this Agreement shall be registered in the Council's register of Local Land Charges immediately on completion hereof.

8.4 The Council will effect a cancellation of any entry made in the Local Land Charges Register in regard to this Agreement upon payment of the

Contribution in accordance with Clause 5.1 of this Agreement after the obligations of the parties hereunder have been performed or discharged.

8.5 No waiver (whether it is expressed or implied) by the Council of any breach of default by any of the parties in performing or observing any of the terms and conditions of this Agreement shall constitute a continuing waiver and no such waiver shall prevent the Council from enforcing any of the said terms or conditions or from acting upon any subsequent breach or default in respect thereto by any of the parties

8.6 All notices served pursuant to this Agreement shall be in writing and shall be deemed duly served if hand delivered or sent by first class post or recorded delivery to the party to the address stated in this Agreement or such other address nominated in writing by the party

8.7 No variation of this Agreement shall be effective unless in writing and signed or sealed by all the Parties hereto

8.8 The Council shall acknowledge receipt of the contribution sum paid by the Developer within 7 working days of receipt of the same

8.9 Unless expressly stated nothing in this Agreement will create any rights in favour of any person pursuant to the Contracts (Rights of Third Parties) Act 1999

8.10 The applicable law shall be English Law

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

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13. To ensure a satisfactory external appearance.

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Reason
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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: 27/09/2000

DRAFT

Notice checked by: _____

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.

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACTS

Notification of Approval of Permission

McDonalds Restaurants
C/O Hepher Dixon (C Potts)
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Application Number: F/2000/1504

Parish: **EARLEY**

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

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Reason
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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.

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

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T. G Watson

Trevor Watson
Development Control Manager
Date: 27/09/2000

Notice checked by: _____

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IN WITNESS whereof this document has been executed as a Deed and delivered the day and year first before written

15186

THE COMMON SEAL OF WOKINGHAM DISTRICT COUNCIL was affixed to this Deed in the presence of:

Solicitor

EXECUTED AS A DEED BY
GARAMEAD PROPERTIES LIMITED
acting by

Director

Secretary

EXECUTED AS A DEED BY
B.L.C.T. (36240a) LIMITED
acting by

Director

Secretary

EXECUTED AS A DEED by
McDONALDS RESTAURANTS LIMITED
acting by

Director/~~Authorised Signatory~~

~~Director~~/Authorised Signatory

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/2000/1504

Parish: **EARLEY**

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

Proposal: **Proposed erection of A3 drive through restauarant (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: 27/09/2000

Notice checked by: _____

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.

COMMITTEE INFO

ETC IS ON

PLANNING

APPLICATION

F/2000/1503.

1327

WOKINGHAM DISTRICT COUNCIL

No Rev G on file

To Heather Submit ie cond 7

Valon Rd

Date 29/9 Time 12.20.

WHILE YOU WERE OUT

Name Rachel Luft

Valon Rd

Of

Wallow

0851

Phone No. 02079607536 Ext. 7960

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

29/8 Mon

MESSAGE f/2000/0851 - land at Valon Rd.

Rev G - superseded by cond 7 which changed visibility splay - Reduce vision splays

Sept '00

Check

amend cond. very no

ed Helen

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. **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.

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 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: _____

Clerk To Earley Parish/Town Council.

22 JUN 2000

CS

COPIES TO:

DATE:

FILE:

McDonalds, Chalfont Way



Application Ref : F/2000/1503 &1504

Application Boundary

For reference purposes only.
No further copies may be made

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Development Control Section, Environmental Services, Wokingham District Council.

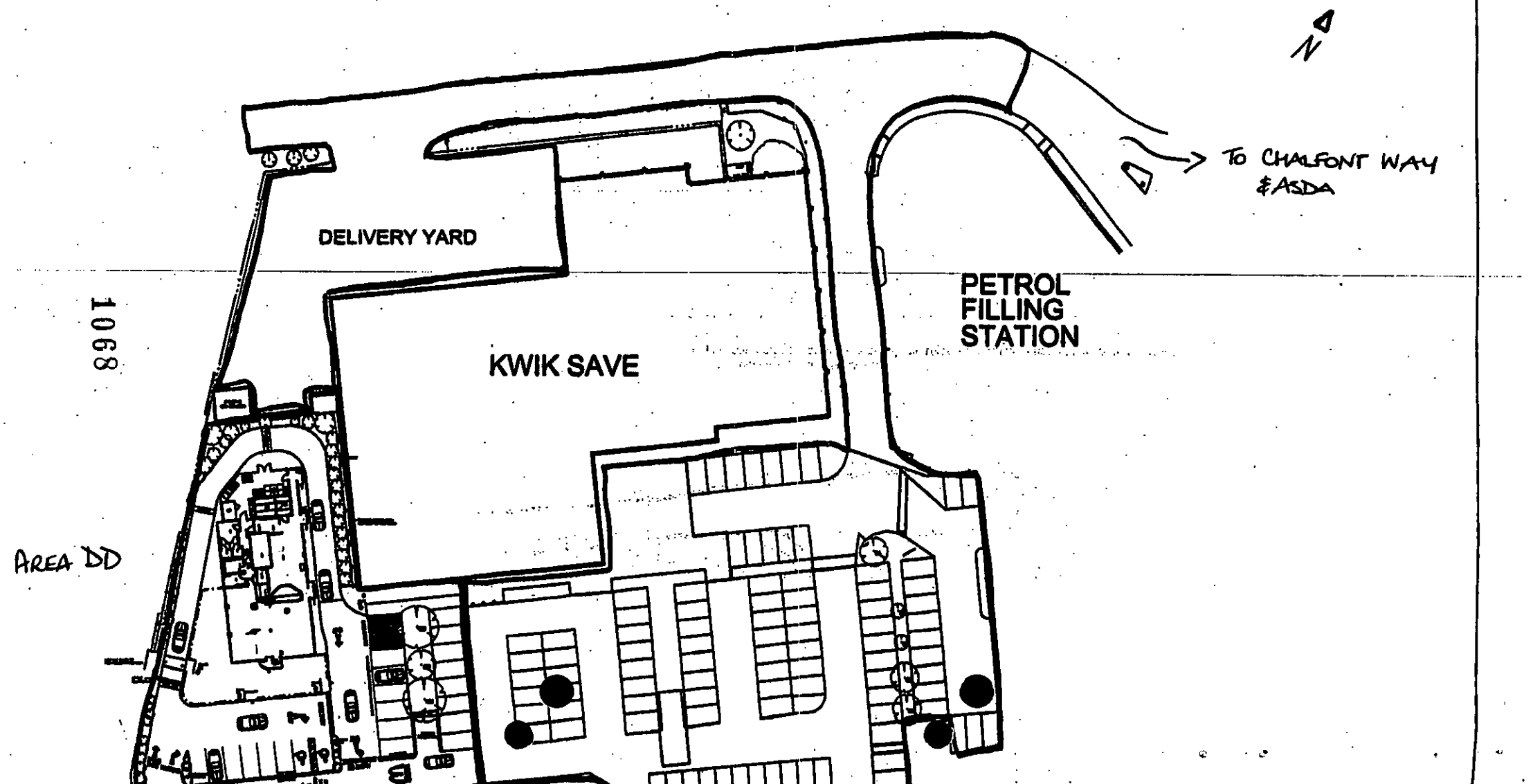
9 August 2000

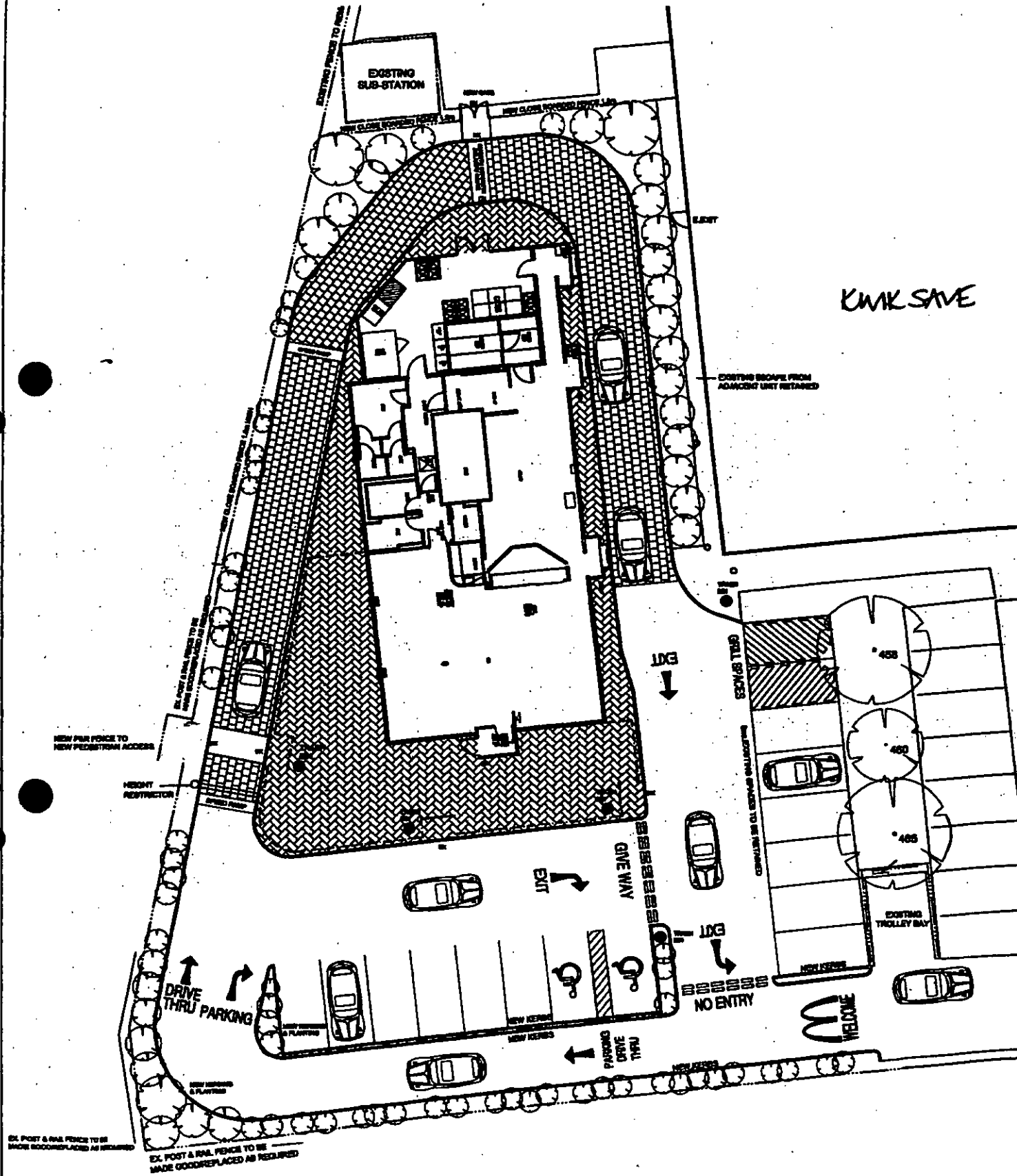
Scale: 1 : 2500

N W S

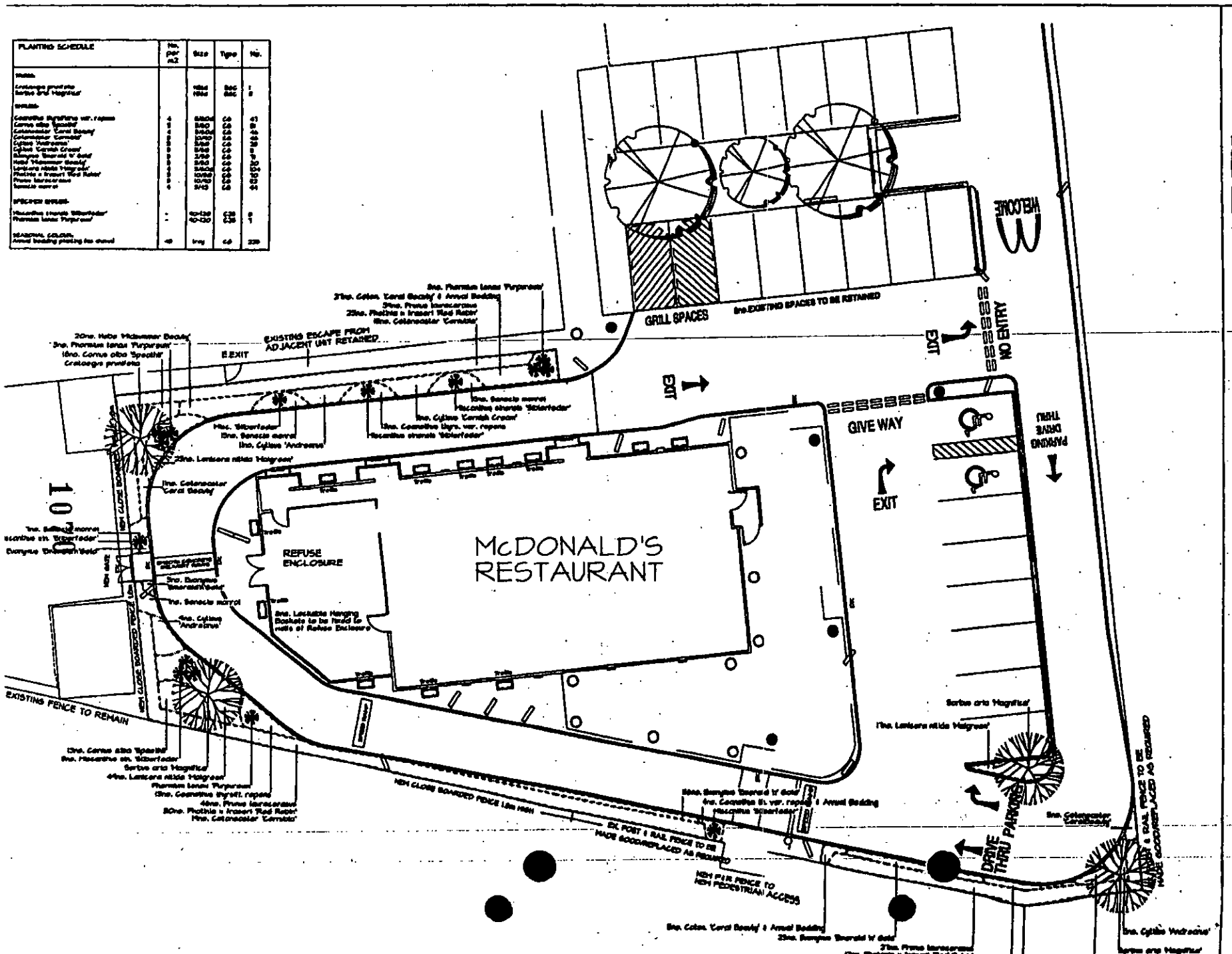
Notes:

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.
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.





SITE LAYOUT 1:200



PLANTING SCHEDULE	No. per m2	Size	Type	No.
TREES:				
Crataegus prunifolia		[illegible]	[illegible]	1
Sorbus aria 'Magnifica'		[illegible]	[illegible]	[illegible]
SHRUBS:				
Ceanothus thyrsiflorus var. repens	4	[illegible]	C6	41
Cornus alba 'Spaethii'	5	[illegible]	C6	[illegible]
Cotoneaster 'Coral Beauty'	4	[illegible]	C6	46
Cotoneaster 'Cornubia'	5	[illegible]	C6	46
Cytisus 'Andreanus'	5	[illegible]	C6	[illegible]
Cytisus 'Cornish Cream'	5	[illegible]	C6	[illegible]
Euonymus 'Emerald 'n' Gold'	5	[illegible]	C6	[illegible]
Hebe 'Midsummer Beauty'	5	[illegible]	C6	20
Lonicera nitida 'Maigreen'	4	[illegible]	C6	104
Photinia x fraseri 'Red Robin'	5	[illegible]	C6	10
Prunus laurocerasus	5	[illegible]	C6	82
Senecio monroi	4	[illegible]	C6	44
SPECIMEN SHRUBS:				
Miscanthus sinensis 'Silberfeder'	-	40-120	C35	[illegible]
Pharmium tenax 'Purpureum'	-	40-120	C35	1
SEASONAL COLOUR:				
Annual bedding planting (as shown)	40	tray	C6	220

McDonald's

NOTES:

Proposed Tree Planting

Proposed Shrub Planting

Proposed Climber

Proposed Specimen Shrub

Pre-Planted Mill Timber Troughs & Half-Barrel Tubs

MCs Trough 'Sleeperhead' Planter to be supplied & fixed by Loop Contractor

Existing tree

CONSTRUCTION CONTRACTORS NOTE:

Construction Contractor is to ensure the following:

All concrete haunching to kerbs/paving/heads is to be kept to a minimum.
All hard painted tub-set 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 drawings and backfilled with clean topsoil.

For main architectural drawing details refer:

Jewels & Hickory
chartered architects, designers planners, project managers

Rowlandson House
289-293 Ballards Lane
Finchley N12 8NP

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

client: McDonalds Restaurants Ltd

title: Lower Bailey Drive Thru'

scale: 1:500 drawn by: NT

date: [illegible]

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

ADDITIONAL PLAN

1584

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. Planting Scheme. Any discrepancies with site or other information is to be advised to the Architect and direction or approval of is to be sought before the implementation of the detail.
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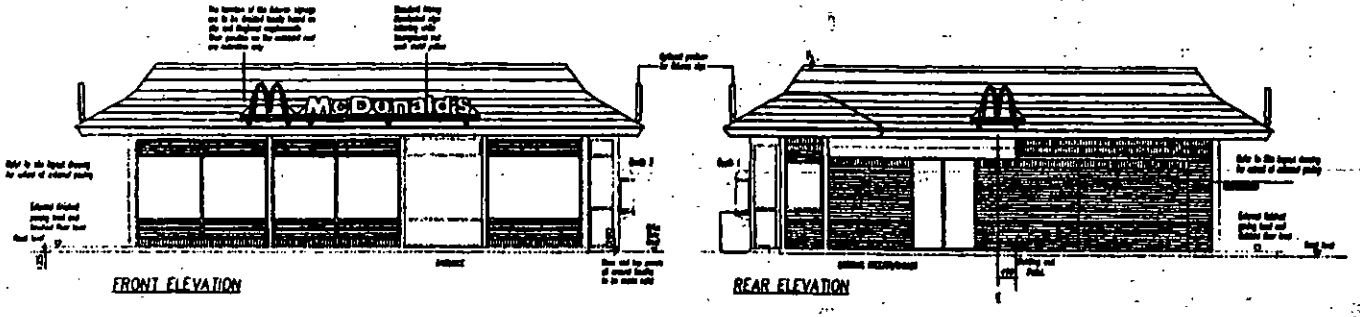
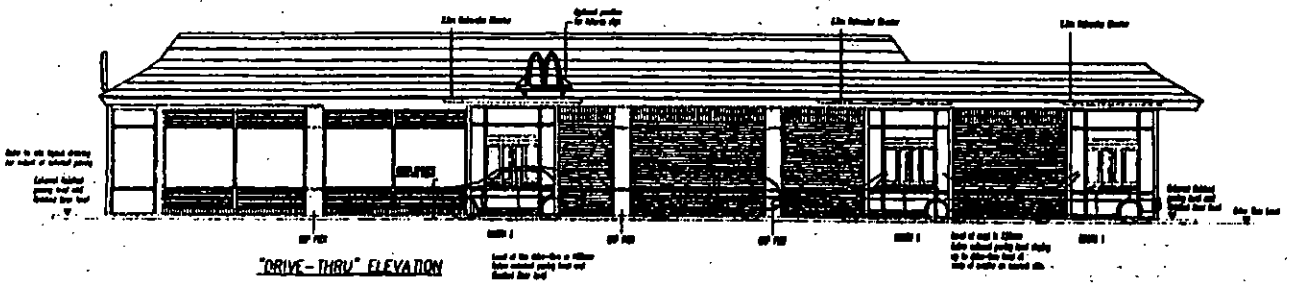
5. For the purposes of coordination, all relevant parties must check this information prior to implementation and report any discrepancies to the Architect.

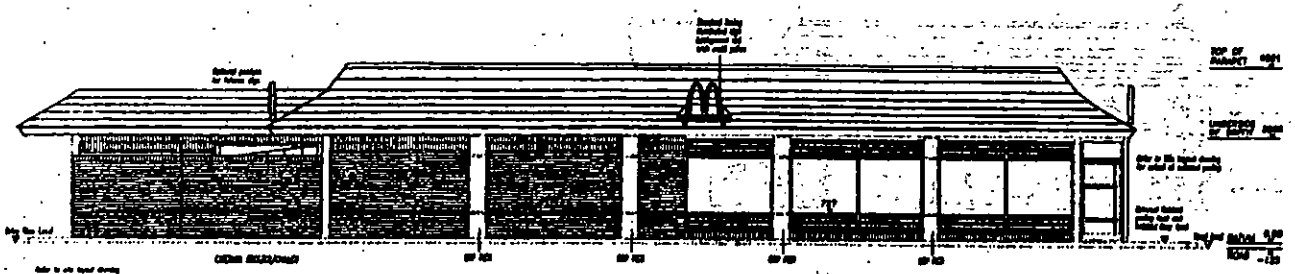


FRONT ELEVATION

REAR ELEVATION



"DRIVE-THRU" ELEVATION



SIDE ELEVATION

1071

22 MAY 2000 1503

Rev. No Date Revision Drawn by Checked

Client

McDonald's RESTAURANTS

Project

LOWER EARLEY
CHALFONT WAY

Drawing

PROPOSED ELEVATIONS

17 Dorset Square
London
NW1 6QB
UK
tel 0171 724 1811
fax 0171 724 2282

12 Farnham Road
Guildford, Surrey
GU1 4XA
UK
tel 01483 560900
fax 01483 564372

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

94 Fitzwilliam Square
Dublin 2
Ireland
tel +353(0) 1 662 4253
fax +353(0) 1 662 4264

[redacted] lewis & hickey

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

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: _____ DATE: 22 JUN 2000

Clerk To Earley Parish/Town Council.

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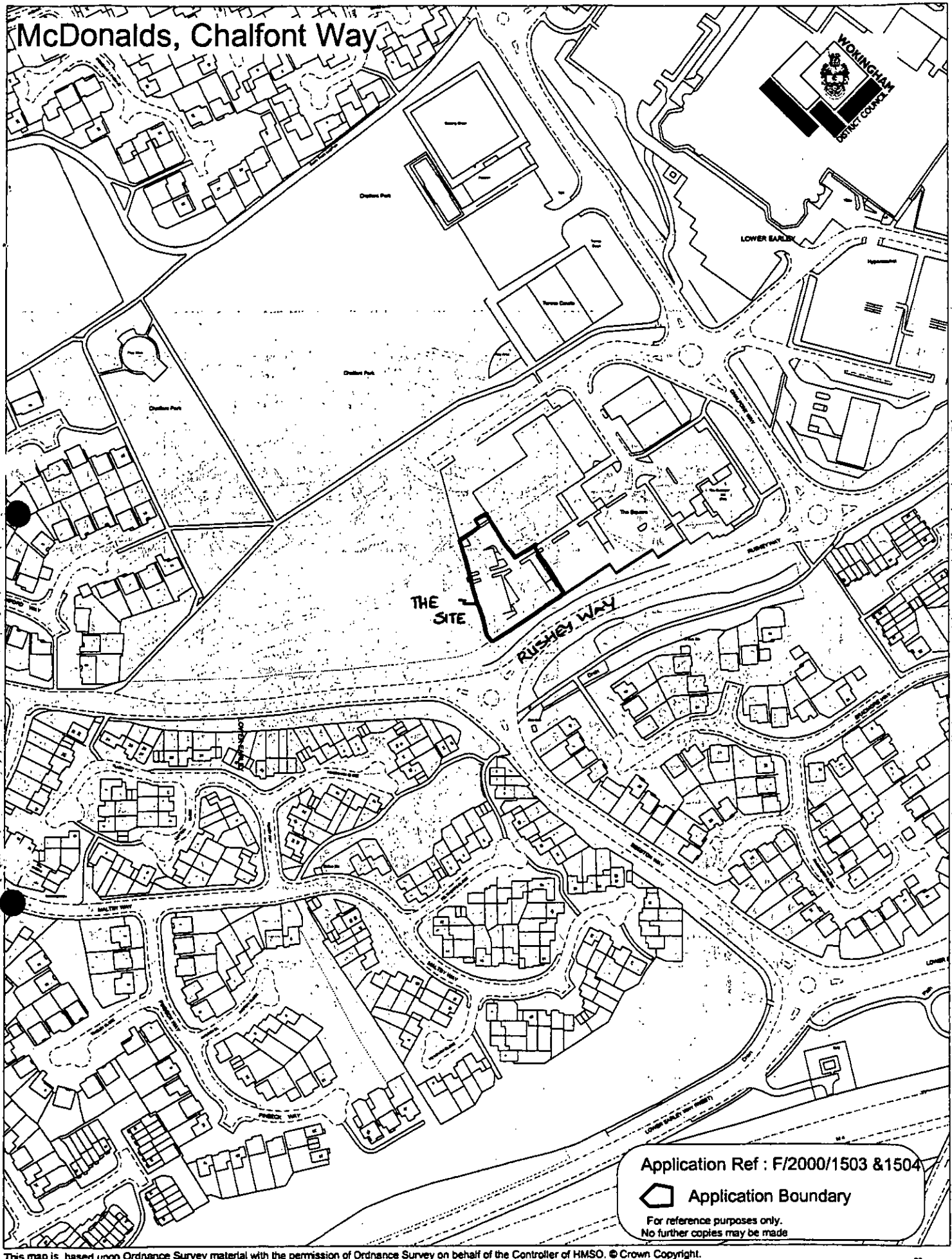

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Development Control Section, Environmental Services, Wokingham District Council.

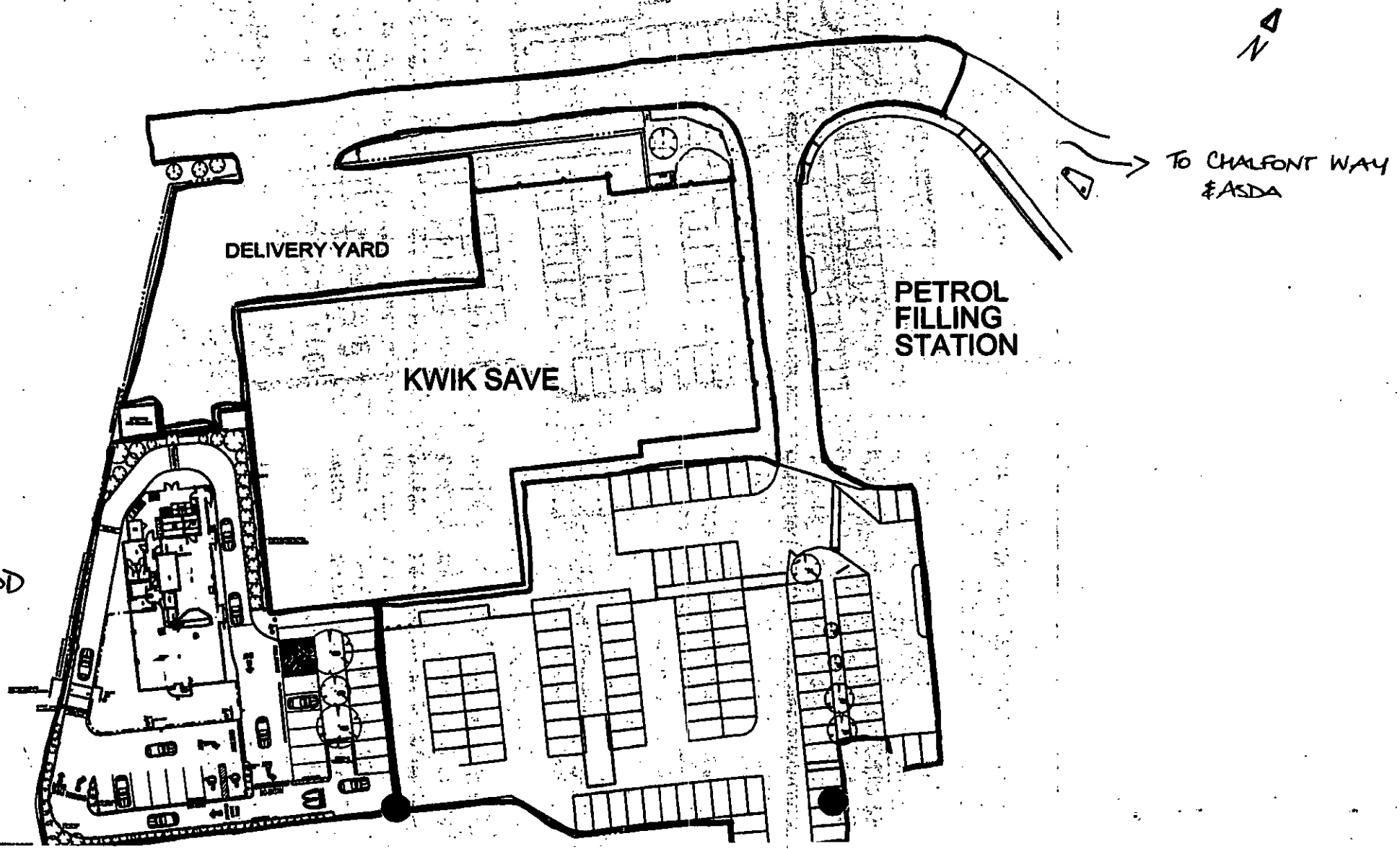
9 August 2000

Scale: 1 : 2500

N W E S

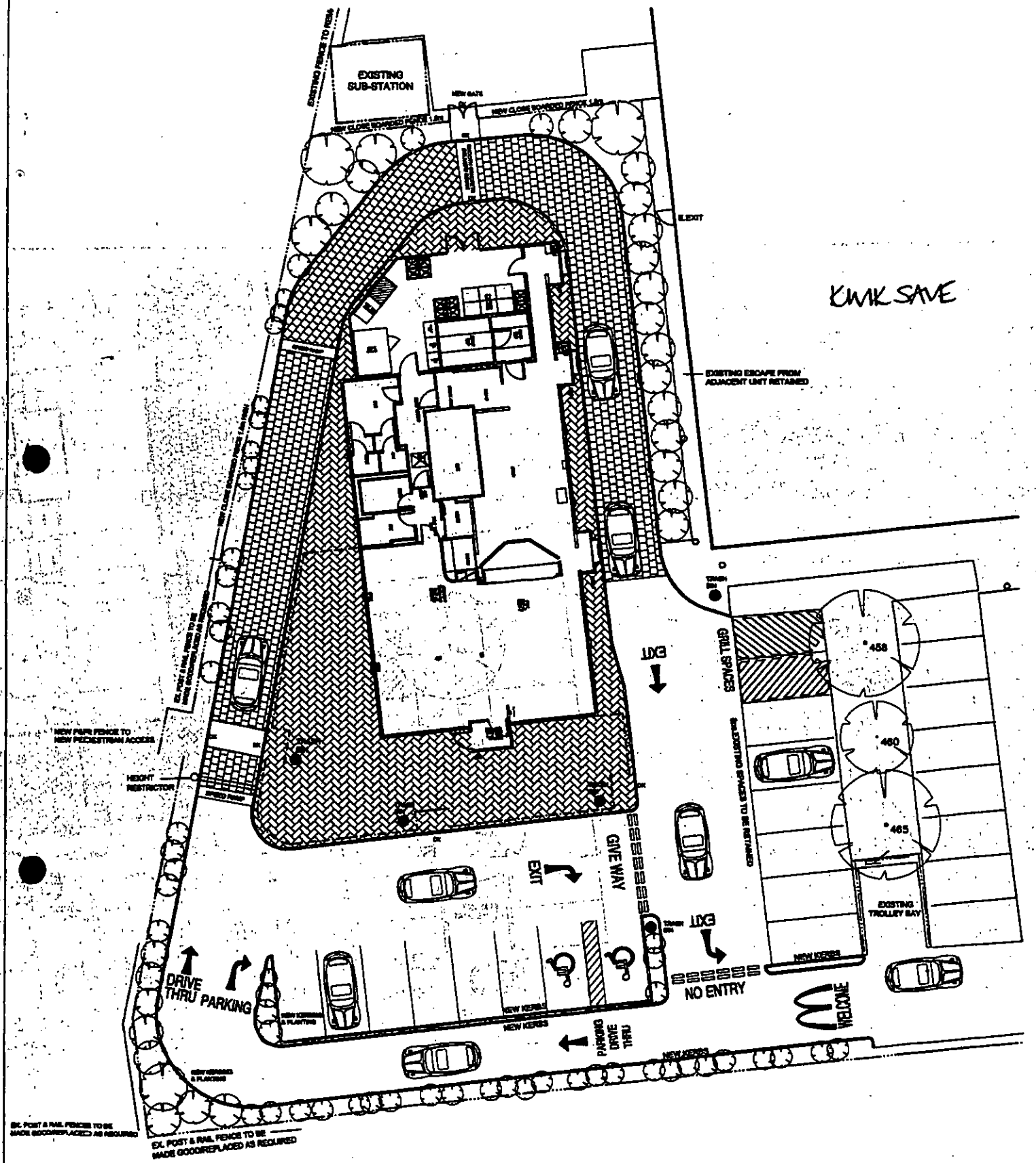
Notes:

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.
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.

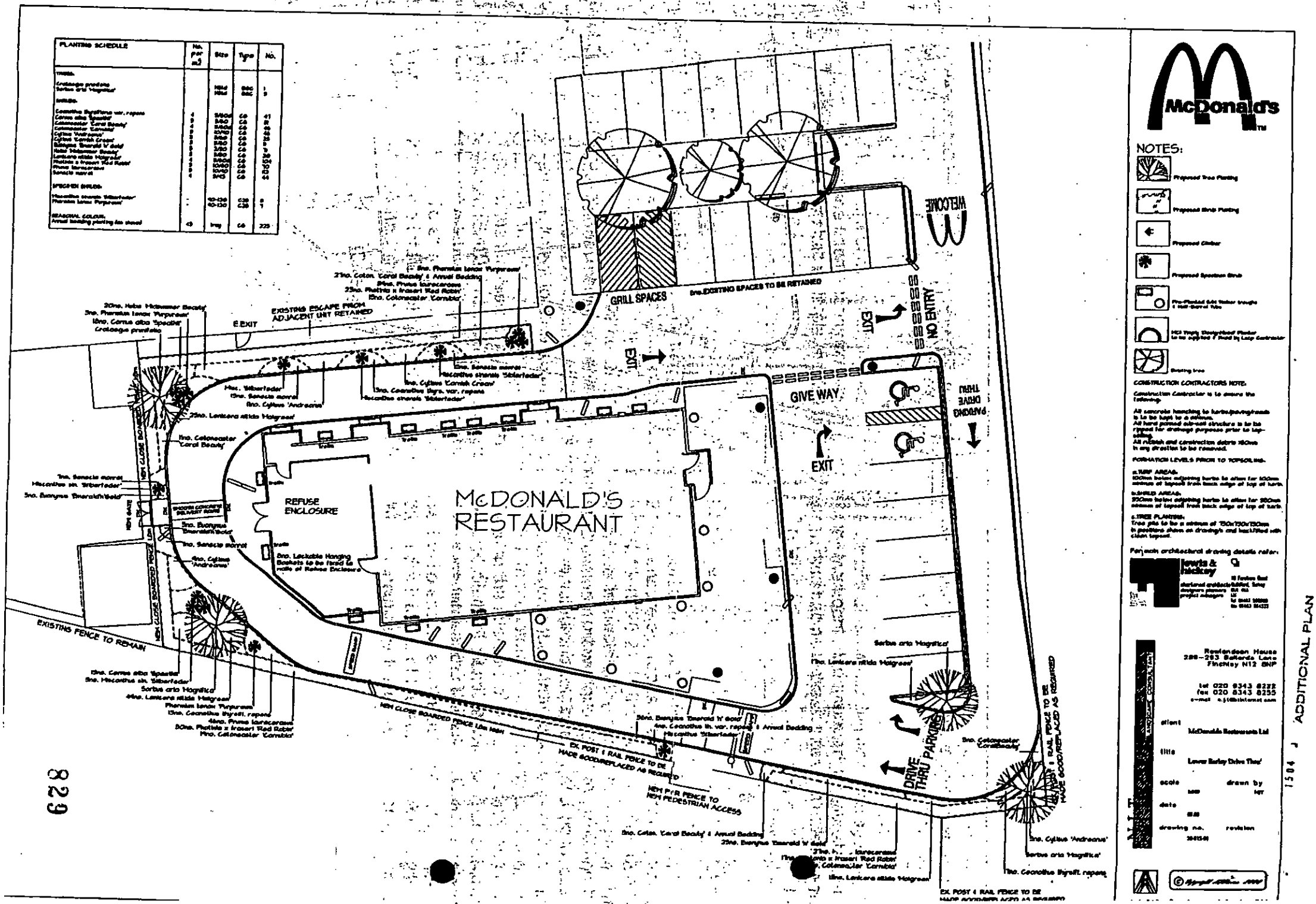


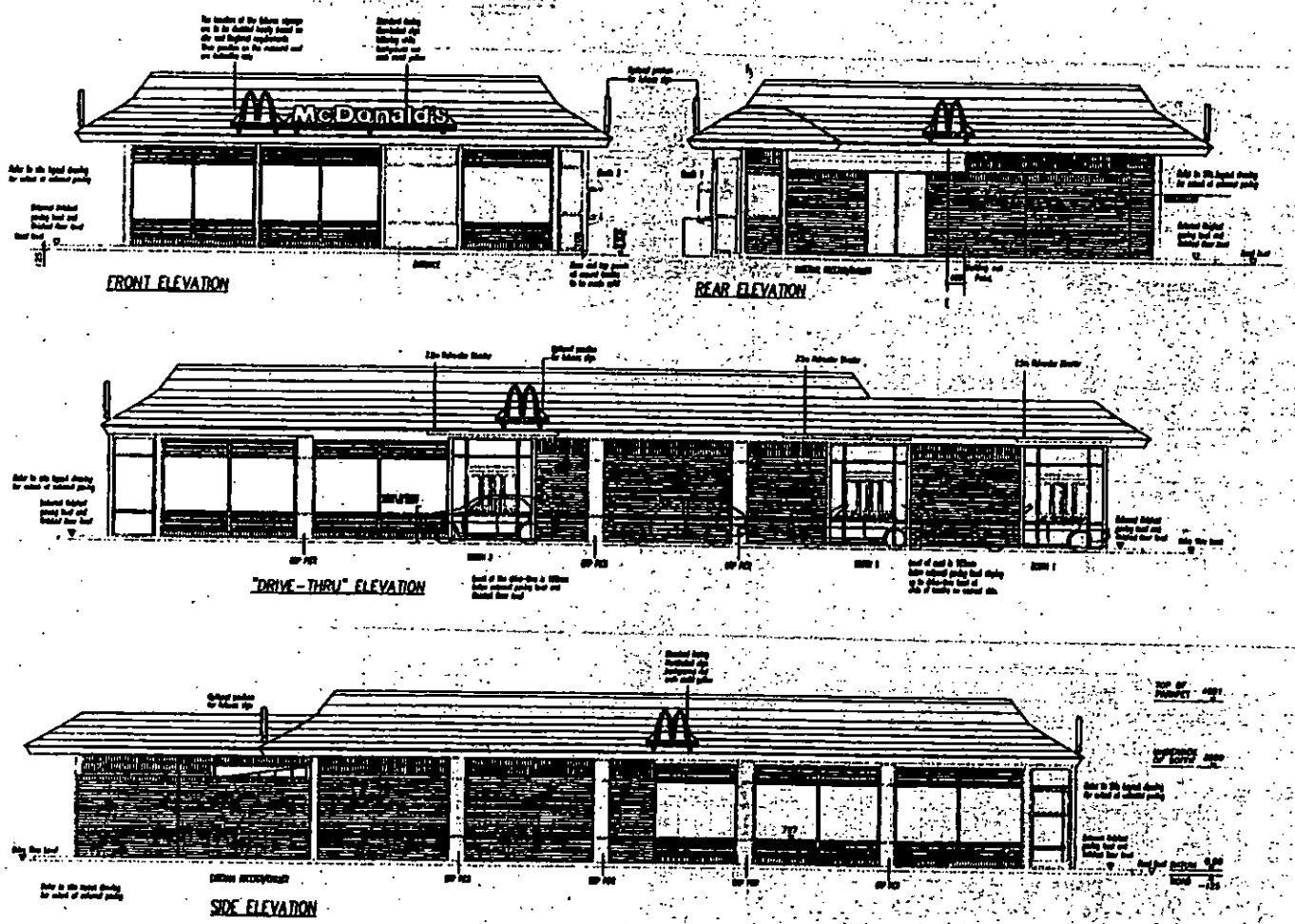
827

AREA DD



SITE LAYOUT 1:200


PLANTING SCHEDULE
McDonald's
NOTES:
Proposed Tree Planting
Proposed Shrub Planting
Proposed Climber
Proposed Specimen Shrub
CONSTRUCTION CONTRACTORS NOTE:
Construction Contractor is to ensure the following:
All concrete haunching to kerbs/paving/grounds is to be kept to a minimum.
All hard formed 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:
200mm below adjoining kerbs to allow for 150mm 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 drawings and backfilled with clean topsoil.
For such architectural drawing details refer:
Lewis & Hickey
Rosendean House
288-293 Ballards Lane
Finchley N12 8NP
tel 020 8343 8222
fax 020 8343 8255
client
McDonalds Restaurants Ltd
title
Lower Bailey Drive Thru'
scale
1:200
drawn by
MT
date
drawing no.
revision
ADDITIONAL PLAN
1504 J
GRILL SPACES
8no.EXISTING SPACES TO BE RETAINED
EXISTING ESCAPE FROM ADJACENT UNIT RETAINED
E EXIT
EXIT
NO ENTRY
GIVE WAY
EXIT
PARKING
DRIVE THRU
REFUSE ENCLOSURE
McDONALD'S RESTAURANT
SMOOTH CONCRETE DELIVERY ROUTE
1.8M CLOSE BOARDED FENCE 1.8m high
EXISTING FENCE TO REMAIN
EX. POST & RAIL FENCE TO BE MADE GOOD/REPLACED AS REQUIRED
NEW P/R FENCE TO NEW PEDESTRIAN ACCESS
DRIVE THRU PARKING
629



1. All boundaries, dimensions and levels are to be checked on site before construction and any discrepancies are to be reported to the Architect.
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3. Plans 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.

22 MAY 2000 1503

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 1011
fax 0171 724 2282

18 Farnham Road
Guildford, Surrey
GU1 4XA
UK
tel 01483 560808
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
	4788	3		

830

Tel: (0118) 974 6447

Date:

My ref: F/2000/1504

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

Dear Councillor

Application Number: F/2000/1504
Land Adjoining Kwiksave, The Square, Chalfont Way, Earley, Reading.
Proposed ercetion 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

SOM TREE

Tel: (0118) 974 6447

Date:

My ref: F/2000/1504

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/2000/1504
Land Adjoining Kwiksave, The Square, Chalfont Way, Earley, Reading.
Proposed ercetion of A3 drive through restauarant (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/2000/1504**
Land Adjoining Kwiksave, The Square, Chalfont Way, Earley, Reading.
Proposed ercetion of A3 drive through restauarant (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/2000/1504

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/2000/1504
Land Adjoining Kwiksave, The Square, Chalfont Way, Earley, Reading.
Proposed ercetion of A3 drive through restauarant (Duplicate Application).

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

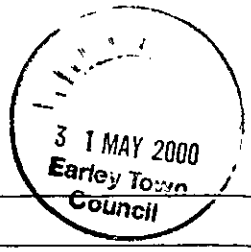
If you have any questions please do not hesitate to contact **Lynette Baker** on **(0118) 974 6447**. If you then feel the application needs to be transferred to the next available Development Control Sub-Committee for decision please contact the Councillor for your area responsible for planning matters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

Yours faithfully

John Mitchell
Development Control Manager

FROM: Lynette Baker

DATE: 26 May 2000



EARLEY TOWN CONSULTATION SHEET

Application Number: F/2000/1504

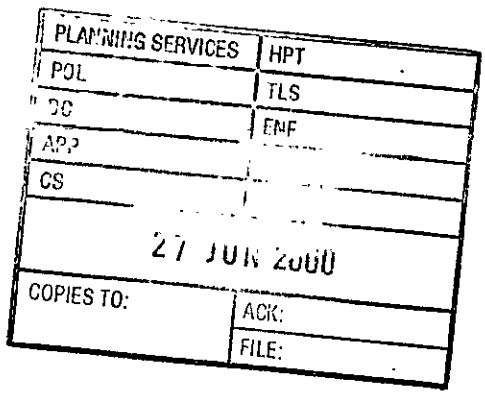
Proposal: Proposed ercetion of A3 drive through restauarant (Duplicate Application).

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** .

Please see comments made under application no. F/2000/1503



SIGNED: _____ DATE: 22 JUN 2000

Clerk To Earley Parish/Town Council.

EARLEY TOWN COUNCIL

Council Offices Radstock Lane Earley Reading Berkshire RG6 5UL.
Tel: 0118 986 8995 Fax: 0118 975 6681

Fax

To: Lynette Baker. From: Maddy Bruton

Fax: 0118 974 6484 Pages: 2

Phone: Date: 23-6-00

Re: App. F/2000/1503/1504 CC:

☐ Urgent ☐ For Review ☐ Please Comment ☐ Please Reply ☐ Please Recycle

• Comments:

Town Council's observations on above application follow.

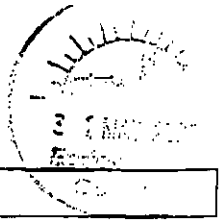
Apologies for delay

PLANNING SERVICES	HPT
POL	TLS
DC	ENF
APP	
CS	31020
26 JUN 2000	
COPIES TO:	ACK:
	FILE:

Maddy Bruton

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: _____ DATE: 22 JUN 2000

Clerk To Earley Parish/Town Council.

WOKINGHAM D.C. DEVELOPMENT CONTROL

Start date: ~~28 APR 2000~~ VALID 22 MAY 2000

Officer: LEB | Application No. F/2000/1504

Map No. 58 Site 1.00

Easting: ..... Flood Pln .....

Northing: ..... Mineral .....

Level: ☑ Sub Committee Listed ☑ 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 CHALFONT WAY

Parish: EARLEY Ward: Redhatch 26.5.2000

Applicant: MCDONALDS RESTAURANTS LTD

Fee Received 950-00 (5) Required ..... Additional ..... Refund .....

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	
2	1:500 block plan showing existing & proposed dev. + adj. Properties		again 18/5	22 MAY
3	Forms unsigned			
(4)	✓ Correct S 66 certificate	None		
5	Elevation plans	Front elevation shows entrance in different position from the one shown in floor plan.	12/5	22 MAY
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:

H.X.S N+ Units 1, 2, 3, 4, 5 Chalfont Way ✓

50, 52, 54, 56, 58, 60 Bradmore Way

9, 10, 11, 12, 14, 15 Fakenham Close

6, 7, 8, 9 Felthorpe close

1933

ADDRESS 3 CHALFONT SQUARE, CHALFONT WAY PARISH LOWER EARLEY

PLOT No. ARCADE 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/PAVERAIL 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* 1554

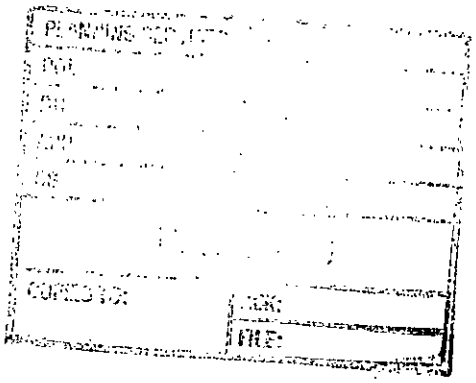
lewis & hickey
Guildford

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) FPMgt 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 Trinder HTEC (Arch) ABIAT
Associates
P Anderson BArch(Hons) DipArch ARIAS
K C Ralston MA(Hons)Dip Arch RIBA ARICS FSASc
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



Our Ref: 4786/C1/MG/db

17th May 2000

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

22.MAY2000* 1504

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 enclose samples of the following materials:

Main brick:	Alger
Detail brick:	Chip Blend #1
Roof tile:	Decra Pantile Charcoal

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

LEWIS & HICKEY

cc. Mr I Brown — McDonald's Restaurants Ltd
Mr C Potts — Hepher Dixon

applications still invalid 18/5

International Associate Offices
Amsterdam Barcelona Berlin Brussels Budapest Delhi Istanbul Lusaka Munich New York Paris Rotterdam Toronto Valencia Vienna

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 2003 1534

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
7. 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				
	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.'



22 MAY 2000 1503

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.

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