

McDonald's Restaurants Limited

Alterations to elevations to include single storey extensions totalling 30 sqm, incorporating sections of new shopfront, replacement drive thru booths with additional booth for fast forward ordering, new aluminium cladding and formation of new entrance lobby with sliding doors. Replacement remote corral and dry store, finished with new trespa cladding and erection of retaining wall. Changes to kerb lines, rotation of existing goal post height restrictor, new patio furniture and associated works to the site

McDonald's Restaurant, Old Mill Lane, Barnsley, S71 1LN

Site Location and Description

The site is located within an established commercial and leisure area at the junction of Old Mill Lane and Canal Way, within a wider site occupied by a supermarket and associated car parking and petrol station. The site is occupied by a single storey building with an established use as a fast-food restaurant with drive-thru facility. Access to the site is at the north-western corner with the drive thru lane running in a clockwise manner to the collection windows along the south-western elevation.

The site is set lower than Canal Street and Old Mill Lane with well-established trees located along the south-eastern and south-western boundaries, which screens the building from the wider area.

Planning History

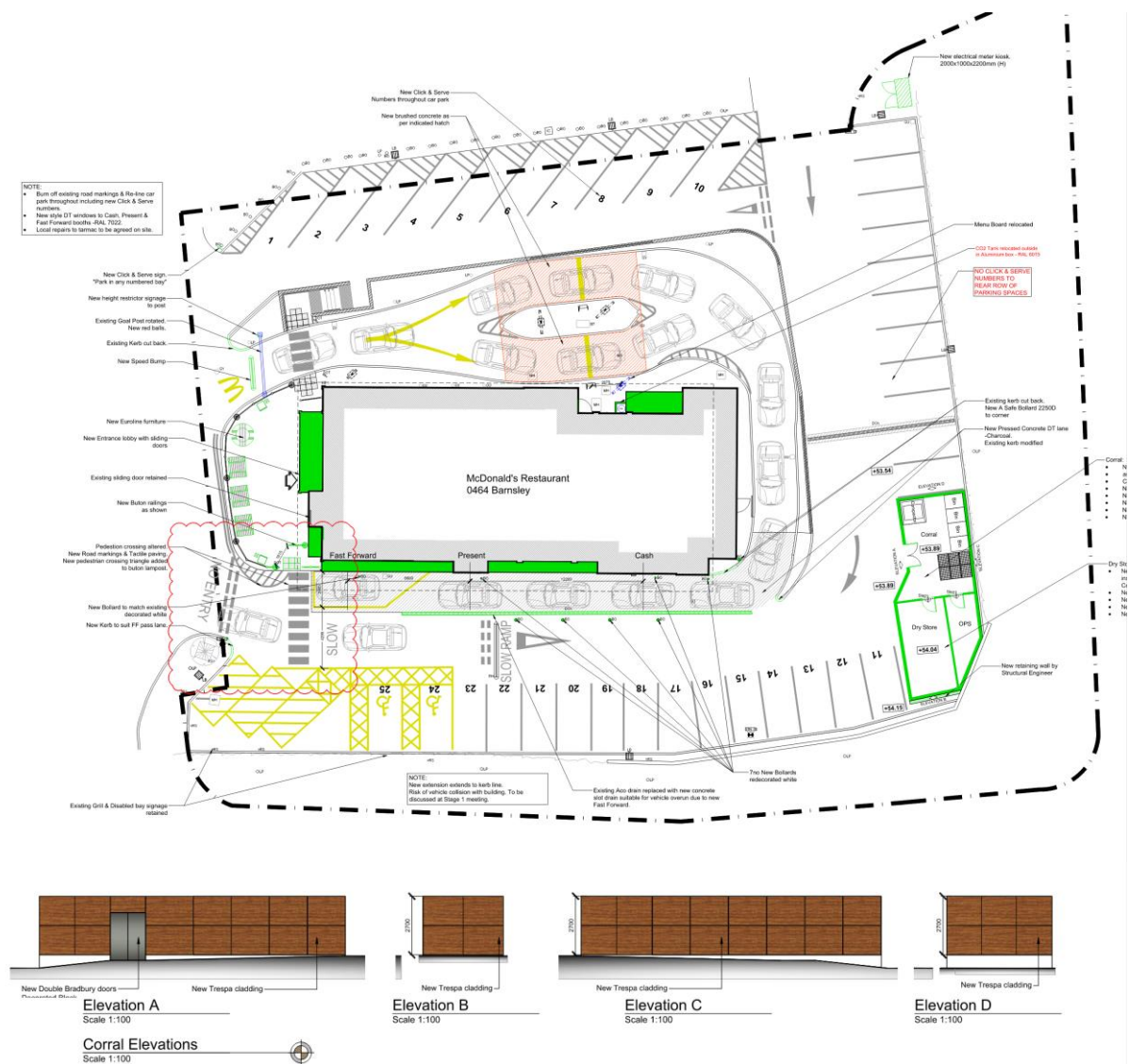
2007/1734 – Alterations to existing restaurant frontage – approved November 2007
2007/1737 – Display of illuminated signage to restaurant – approved November 2007
2012/0845 – Erection of extensions, refurbishment, and external works to restaurant – approved August 2012
2012/0848 – Display of various illuminated signage to restaurant – approved August 2012
2012/0890 – Siting of 2 No. Customer Order Displays and various illuminated fascia signs to restaurant – approved August 2012
2012/1230 – New entrance lobby and alterations to kerb line and 6 bollard positions. (2012/0845 Minor Material Amendment) – approved December 2012
2019/1323 – Display of 4 no. new digital freestanding signs and 1 no. 15" digital booth screen – approved December 2019
2023/0486 – Minor relocation of 1 no. freestanding digital sign and the installation of 1no. new golden arch sign to the roof

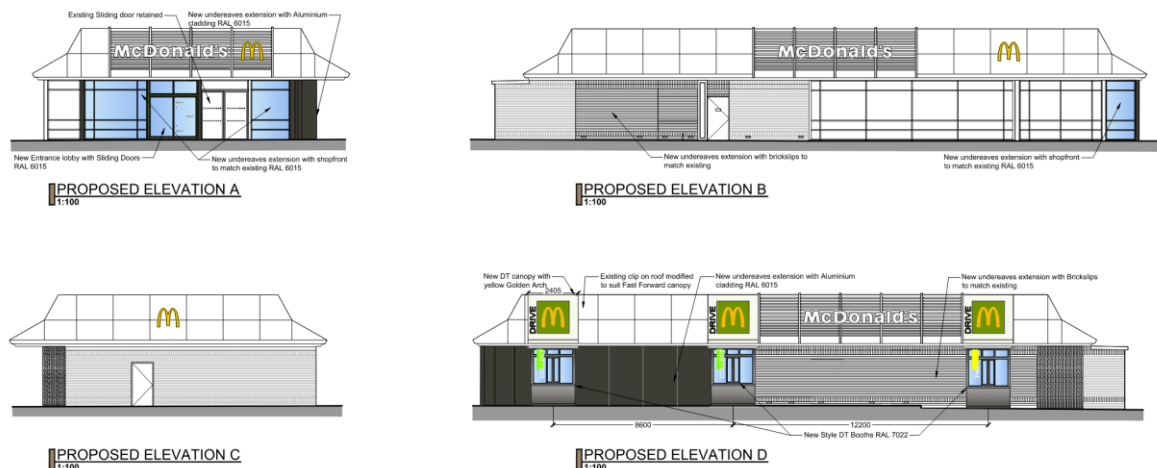
Proposed Development

The applicant seeks permission for the erection of 4no extensions to the south-western, north-western, and north-eastern elevations. The extension to the south-western side elevation is to measure 1m by 20m, infilling the space between the projecting

The works also involve other works to the site which include:

- The advertisements indicated on the submitted documentation has been approved by the earlier application 2023/0486.





Policy Context

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF (National Planning Policy Framework) does not change the statutory status of the development plan as the starting point for decision making. The Local Plan was adopted in January 2019 and is also now accompanied by seven masterplan frameworks which apply to the largest site allocations (housing, employment, and mixed-use sites). In addition, the Council has adopted a series of Supplementary Planning Documents and Neighbourhood Plans which provide supporting guidance and specific local policies and are a material consideration in the decision-making process.

The Local Plan review was approved at the full Council meeting held 24th November 2022. The review determined that the Local Plan remains fit for purpose and is adequately delivering its objectives. This means no updates to the Local Plan, in whole or in part, are to be carried out ahead of a further review. The next review is due to take place in 2027 or earlier if circumstances, require it.

Local Plan

The site is allocated as Urban Fabric within the Adopted Local Plan, which has no specific land allocation and therefore the following policies are relevant:

- Policy GD1 General Development
- Policy POLL1 Pollution Control and Protection
- Policy D1 High Quality Design and Place Making
- Policy T4 New Development and Transport Safety
- Policy SD1 Presumption in favour of Sustainable Development

National Planning Policy Framework (NPPF)

The National Planning Policy Framework sets out the Governments planning policies for England and how these are expected to be applied. At the heart is a presumption in favour

of sustainable development. Development proposals that accord with the development plan should be approved unless material considerations indicate otherwise.

Where the development plan is absent, silent, or relevant policies are out-of-date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole; or where specific policies in the Framework indicate development should be restricted or unless material considerations indicate otherwise.

Consultations

Highways DC – No objections
Pollution Control – No objections
South Yorkshire Mining Advisory Service – No objections
Coal Authority – No objections
Ward Councillors – No comments received

Representations

Neighbour notification letters have been sent to surrounding properties and the application has been advertised by the way of a site notice; no representations have been received.

Assessment

Principle of development

Advertisements are acceptable where they would not be injurious to amenity, by virtue of size, position, location, or proliferation and, where appropriate, level of illumination; and where the proposal would not be prejudicial to public safety.

Visual Amenity

Despite the corner position of the restaurant, it is not a prominent feature on the street scene as it is built on a lower level than both Old Mill Lane and Canal Way and is also surrounded by mature planting.

The proposed extensions and alterations to the premises and site are relatively minor and would not have a significant impact on the visual amenity of the area. The proposed extensions would be visible from public vantage points; however, they would be from within the wider site occupied by the supermarket and associated car parking, and petrol station, nevertheless the extensions, and wider alterations are designed to in keeping with the existing building and the wider commercial area and is not considered to be intrusive within the street scene. The alterations to the store bin will be screened which limits its visual impact. As such, the modest scheme proposed would not give rise to a cluttered and aggressively commercial appearance or have a damaging impact upon the visual character of an area, in accordance with Local Plan Policy D1.

Residential Amenity

The site is located within an established commercial and leisure area, with limited residential properties in close proximity to the site, the nearest properties being approximately 60m from the application site. It is considered that the alterations are situated a sufficient distance from the properties and are screened by trees located within the McDonalds site and those located on Canal Way and as such, there will be no detrimental effect from the proposal and therefore the proposal complies with Local Plan Policies GD1 – General Development and Poll1 – Pollution Control and Protection.

Highways safety

Initially highways raised concerns to the proposed development in that the pedestrian crossing near the site exit had been repositioned in such a way that any vehicle waiting to exit the site would block said crossing; that the proposed layout had the potential for two vehicles to arrive at the Give Way line to exit the site at the same time and could also lead to a situation whereby it would be unclear which vehicle is supposed to give way to the other and may result in vehicular conflict; and that the 'fast forward' bay is positioned very close to the pedestrian crossing, when a vehicle is parked in this bay it could result in smaller pedestrians/children on the crossing being unsighted by vehicles approaching via the main car park exit route. In light of the comments, the applicant submitted an updated site plan to address the concerns raised.

The pedestrian crossing near the site exit has now been moved marginally further into the site to provide sufficient room for a vehicle to wait at the Give Way line without blocking the crossing.

The remaining issues of concern raised have not been addressed; the repositioning of the pedestrian crossing slightly further into the site has only served to worsen the issue of the 'fast forward' bay being positioned very close (now even closer) to the crossing, increasing the potential for a vehicle parked in this bay to cause smaller pedestrians/children on the crossing to be unsighted by vehicles approaching via the main car park exit route. Highways have been consulted on the amendments and do not consider that the addition of the painted 'Slow' marking remedies the issue.

However, whilst there are concerns over the general health and safety aspect of the design in respect of the issues, this area does not form part of the public highway (nor is it proposed to) and as such the Highway Officer raises no objection to the proposed development and states that the responsibility for safe design lies with the designer under the Construction (Design and Management) Regulations 2015, of which the applicant has been made aware of. Therefore, the proposed development is acceptable and in accordance with Local Plan Policy T4.

Conclusion

The proposed extensions and alterations to the existing fast-food restaurant are considered acceptable and would not have a detrimental impact on visual amenity, residential amenity or upon the highway and as such complies with Local Plan policies GD1, POLL1, D1 and T4.

