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Case Number	19/02680/FUL (Formerly PP-07979829)
Application Type	Full Planning Application
Proposal	Erection of drive-thru restaurant (Use Class A3/A5) with outdoor seating, car parking and associated works
Location	Damons Restaurant 2 Sevenairs Road Sheffield S20 1NZ
Date Received	22/07/2019
Team	City Centre and East
Applicant/Agent	Heronswood Design Ltd
Recommendation	Grant Conditionally

### **Time limit for Commencement of Development**

1. The development shall be begun not later than the expiration of three years from the date of this decision.

Reason: In order to comply with the requirements of the Town and Country Planning Act.

### **Approved/Refused Plan(s)**

2. The development must be carried out in complete accordance with the following approved documents:

1636D/19/10b - Location plan and proposed site plan  
1636D/19/11b - Proposed floor plans and elevations

Reason: In order to define the permission

### **Pre Commencement Condition(s) – ('true conditions precedent' – see notes for definition)**

3. The development shall not be begun until the improvements listed below have either;  
a) been carried out; or  
b) details have been submitted of arrangements which have been entered into which would if approved permit such improvement works to be carried out.

Highway Improvements:

1. The promotion and funding of a Traffic Regulation Order and double yellow lining to the highway on Sevenairs Road between the site access and the existing parking restrictions adjoining the Eckington Way roundabout, for a distance to be determined during consultation, preventing parking at any time in conjunction with enforcement at appropriate times.

Reason: In the interests of traffic safety and minimising congestion.

**Other Pre-Commencement, Pre-Occupancy and other Stage of Development Condition(s)**

4. A comprehensive and detailed hard and soft landscape scheme for the site shall be submitted to and approved in writing by the Local Planning Authority before any above ground works commence, or within an alternative timeframe to be agreed in writing by the Local Planning Authority.

Reason: In the interests of the visual amenities of the locality.

5. The approved landscape works shall be implemented prior to the development being brought into use or within an alternative timescale to be first approved in writing by the Local Planning Authority. Thereafter the landscaped areas shall be retained and they shall be cultivated and maintained for a period of 5 years from the date of implementation and any plant failures within that 5 year period shall be replaced.

Reason: In the interests of the visual amenities of the locality it is essential for these works to have been carried out before the use commences.

6. Prior to the use commencing details of the design of the covered cycle stores and cycle parking shall be submitted to and approved by the Local Planning Authority. The approved details shall be implemented before the use commences.

Reason: In the interests of encouraging sustainable travel to the site and the visual amenities of the locality

7. The building shall not be used unless the car parking and servicing accommodation as shown on the approved plans has been provided in accordance with those plans and thereafter such car parking and servicing accommodation shall be retained for the sole purpose intended.

Reason: To ensure satisfactory parking provision in the interests of traffic safety and the amenities of the locality it is essential for these works to have been carried out before the use commences.

8. Details of all proposed external materials and finishes, including samples when requested by the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority before that part of the development is commenced. Thereafter, the development shall be carried out in accordance with the approved details.

Reason: In order to ensure an appropriate quality of development.

9. No demolition and/or construction works shall be carried out unless equipment is provided for the effective cleaning of the wheels and bodies of vehicles leaving the site so as to prevent the depositing of mud and waste on the highway. Full details of the proposed cleaning equipment shall be approved in writing by the Local Planning Authority before it is installed.

Reason: In the interests of protecting the free and safe flow of traffic on the public highway, it is essential that this condition is complied with before any works on site commence.

10. Prior to the installation of any commercial kitchen fume extraction system full details, including a scheme of works to protect the occupiers of nearby commercial uses and residential dwellings from odour and noise, shall first have been submitted to and approved in writing by the Local Planning Authority. These details shall include:
- Drawings showing the location of the fume extract terminating.
  - Acoustic emissions data for the system.
  - Details of any filters or other odour abatement equipment.
  - Details of the system's required cleaning and maintenance schedule.
- The approved equipment shall then be installed, operated, retained and maintained in accordance with the approved details.

Reason: In the interests of the amenities of the locality

11. No externally mounted plant or equipment for heating, cooling or ventilation purposes, nor grilles, ducts, vents for similar internal equipment, shall be fitted to the building unless full details thereof, including acoustic emissions data, have first been submitted to and approved in writing by the Local Planning Authority. Once installed such plant or equipment shall not be altered.

Reason: In the interests of the amenities of the locality and occupiers of adjoining property.

#### **Other Compliance Conditions**

12. Movement, sorting or removal of waste materials, recyclables or their containers in the open air shall be carried on only between the hours of 08:00 to 21:00 Mondays to Saturdays and between the hours of 1000 to 18:00 on Sundays and Public Holidays.

Reason: In the interests of the amenities of adjoining residential occupiers

13. No customer shall be permitted to use the external seating area between 22:00 and 08:00 hours (the following day) on Monday to Sunday and Public Holidays.

Reason: In the interests of the amenities of adjoining residential occupiers

14. No customer shall be permitted to be on the premises outside the following times: 08:00 to 23:00 hours on any day.

Reason: In the interests of the amenities of adjoining residential occupiers

15. No amplified sound shall be played within the commercial use hereby permitted at above background levels.

Reason: In the interests of the amenities of adjoining residential occupiers

16. The external PA system shall only be used when ordering food and beverages and in an emergency in such a way that noise breakout does not exceed the prevailing ambient noise level by more than 3dB when measured at the site boundary;
- as a 15 minute LAeq, and;
  - at any one third octave band centre frequency as a 15 minute LZeq.

Reason: In the interests of the amenities of adjoining residential occupiers

17. Commercial deliveries to and collections from the building shall be carried out only between the hours of 08:00 and 21:00 hours Monday to Saturday and not on Sundays and Public Holidays.

Reason: In the interests of the amenities of adjoining residential occupiers

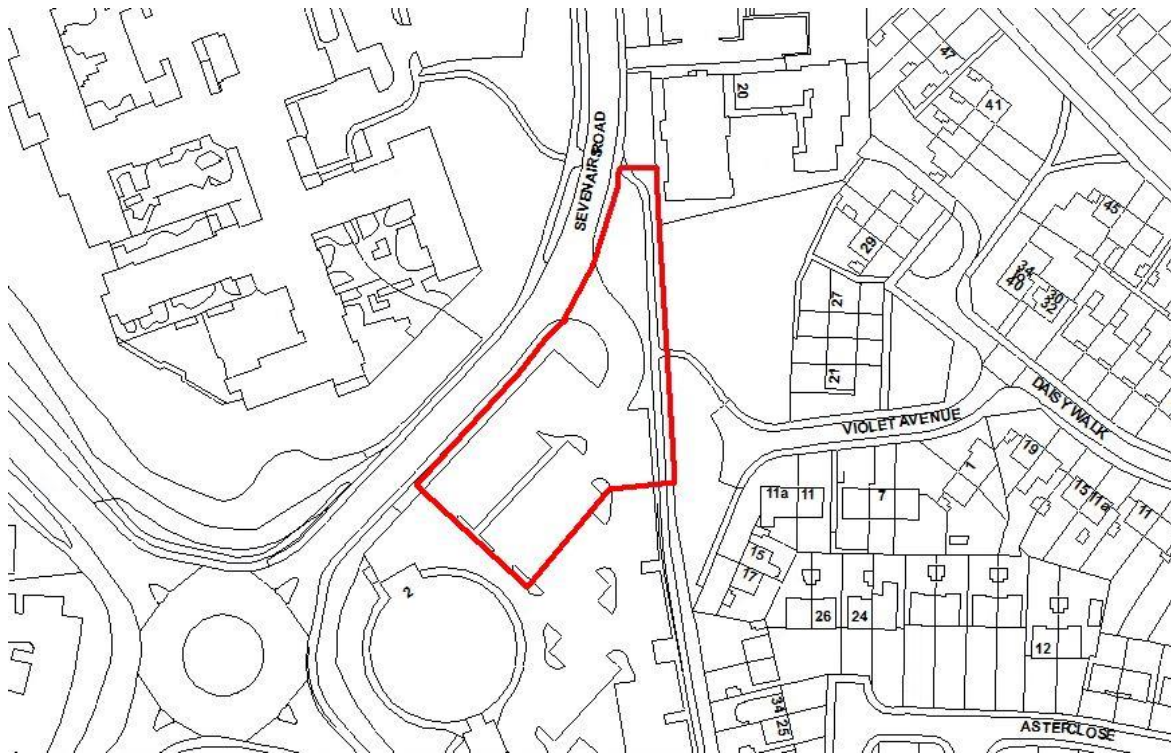
18. The proposed pedestrian links, cycle parking and litter bins shall be constructed/erected prior to the use commencing and thereafter retained.

Reason: In the interests of encouraging sustainable travel and minimising the risk of litter escaping from the site.

Attention is Drawn to the Following Directives:

1. The Local Planning Authority has dealt with the planning application in a positive and proactive manner and sought solutions to problems where necessary in accordance with the requirements of the National Planning Policy Framework.

## Site Location



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## LOCATION AND PROPOSAL

The application site is located to the north of Crystal Peaks shopping centre and to the east side of the Eckington Way and Waterthorpe Greenway roundabout. To the north there is the Beckton Special School; to the west Crystal Peaks Retail Park; to the south-east a freestanding restaurant and to the east there is a housing area.

The site is currently laid out as parking and part of a larger site occupied by Damon's restaurant which has recently been granted planning permission to change into a public house with external seating area and extended opening hours. The existing Damon's restaurant is a circular building located in the western corner of the wider site, adjacent to the roundabout. The rest of the site comprises of car parking, mown grass and some shrub beds.

The drive through restaurant and takeaway is located in the northern corner of the site adjacent to Sevenairs Road and to the site access. Sevenairs Road adjacent to the site is affected by on-street parking on both sides of the highway up to the Eckington Way roundabout. The application is seeking permission for a building that is orientated to be parallel to Sevenairs Road and has a gross internal floor space of 210m<sup>2</sup>.

A vehicular access to serve the restaurant car park and drive through lane is located at the southern end of the site away from the main site entrance. It has been designed to allow for all movements. The drive through lane circulates around the building with a separate exit on to the site access road. An external seating area with 24 covers is proposed on the north-east side of the building. The car park provides 16 spaces of which 2 are disabled spaces, there are a further 4 spaces for customers waiting for food orders and 7 spaces identified as floating spaces shared with the public house use.

The proposed building is single storey with a flat roof. Following discussions, the original design, which was mainly faced in cladding has been amended so that it is mainly red brick with a dark grey fascia and bronze cladding panels to a tower feature on one corner. The pedestrian entrance to the restaurant is located on the east elevation facing the vehicular entrance to the site and has a shop front appearance. The south elevation facing the car park contains 2 large windows serving the seating area. The elevation facing Sevenairs Road has limited window openings and the west facing elevation is blank except for a personnel door.

The application form states that there will be 20 full time and 10 part time employees. The proposed opening hours are 11am to 11pm every day.

## RELEVANT PLANNING HISTORY

Permission 19/00638/FUL permitted a change of use of Damon's restaurant to a public house. This accepted that adequate parking could be provided for the public

house without the need for the parking area within the current application, except for 7 floating spaces which are to be shared by both uses.

Land to the south of the existing Damon's restaurant which is not part of the current application site but is part of the wider Damon's site has been subject to two applications for a food store which were both refused permission. These are:

- 09/02493/FUL –Erection of foodstore with associated car parking landscaping and pedestrian linkage enhancements. This application was refused on the basis that there was a sequentially preferable site and that it would put at risk a planned investment in the Waterthorpe Greenway scheme and would therefore undermine investment in Crystal Peaks District Shopping Centre.
- 10/02076/FUL – Erection of foodstore with associated car parking, landscaping and pedestrian linkage enhancements (resubmission of application 09/02493/FUL). This application was refused on the basis of the impact of traffic on the local highway, inadequate parking, and because there were more suitable sites available in the Crystal Peaks Shopping Centre.

## SUMMARY OF REPRESENTATIONS

15 objections have been received. The main points raised are summarised below.

- The proposal is contrary to Unitary Development Plan Policy H10 which says new food and drink developments need to be carefully sited to not cause disturbance. It is also contrary to Policy H14 which seeks to ensure non-residential uses would not threaten the residential character of the housing area, as the development, along with Damons, will occupy over half of the overall site.
- The development will increase traffic on congested roads and add to highway safety issues and is therefore contrary to UDP Policy H14 as it would lead to excessive traffic levels. It could lead to traffic backing up on to the roundabout and getting on and off the roundabout which is already a problem. The design of the existing access is not adequate to accommodate the type and amount of traffic expected to serve the site. Parking is already a problem in the estate due to insufficient parking serving adjacent retail developments, and Sevenairs Road is already double parked. Parking restrictions should be introduced on the access road and within the estate. The proposal will reduce parking for Damon's and combined with the restaurant parking the development would add to parking problems in the surrounding area.
- Noise disturbance and disturbed sleep will increase as a result of ordering intercoms, noise from the outdoor seating area, from car engines and radios and from delivery vehicles. It will double the amount of noise when combined

with the noise resulting from the increased operating hours of the public house.

- The proposal will worsen air pollution issues and be a health hazard as the development is car based and car engines will be idling whilst customers are using the drive through.
- The proposed development will be contrary to UDP Policy H14 as it will lead to lead to increased light pollution, noise, smells, and litter and vermin
- The building design is out of keeping with the local character and contrary to Policy H14 which requires new development to be well designed and in scale and character with neighbouring buildings.
- It will significantly impact on the health, quality of life and well-being of residents adjoining the site, Core Strategy challenge 6 seeks to promote health and well-being and health and freedom from disturbance which will be negatively impacted by the proposal. Fast food encourages obesity and there are many fast food outlets within a 5-10 minute walk of the site and therefore the development is not needed.
- The development will create an infringement of human rights to enjoy a home without fear of nuisance.
- The planning committee have found additional development on this site unacceptable in the past and this should remain the case.
- More site notices should have been displayed

## PLANNING ASSESSMENT

### Policy

The National Planning Policy Framework (NPPF) says that drive-through restaurants are main town centre uses. Other than for retail uses it defines edge of centre as 300m from a town centre boundary. Paragraph 86 of the NPPF says that local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres then in edge of centre locations. In this case there are no sites within the boundary of the district centre for a drive through restaurant. As the application site is within 300m of the boundary of the district centre it is an edge of centre location which is the next most accessible location outside a town centre and consequently it passes the sequential test.



The application site lies within a Housing Policy Area and Unitary Development Plan (UDP) Policy H10 says that housing is the preferred use. Food and Drink outlets are acceptable in Housing Policy Areas. The commentary on the policy says that whilst housing is preferred, other uses can be accommodated provided they are not so large or numerous that they damage the appearance and residential character of a Housing Area or cause disturbance to people living nearby. The commentary also says that, as food and drink outlets can cause problems for people living nearby, they need to be carefully sited where they would not cause disturbance. It also says local facilities may be appropriate so that people can reach them on foot.

UDP Policy H14 says that for non-housing uses:

- they should only occupy a small area and not lead to a concentration of housing uses which would threaten the residential character of the area;
- they should also not prejudice the provision of sufficient housing land; and
- be on a scale consistent with the residential character of the Area or meet primarily local needs.

In order to support the Government's objective of significantly boosting the supply of homes the National Planning Framework says that it is important that a sufficient amount and variety of land can come forward where it is needed. Sheffield is in the process of updating its 5-year housing land supply position, however given the changed assessment regime identified in the revised NPPF (2019) and associated Practice Guidance further detailed work is required. We will therefore be undertaking additional engagement with stakeholders before publishing our conclusions in a monitoring report. At this time decisions should therefore continue to be taken in light of the SHLAA Interim Position Paper (2017), which shows a 4.5 year supply of sites.

The application site has an authorised use as parking associated with a food and drink use. It is not identified as an allocated housing site and consequently a range of uses are acceptable, subject to meeting various criteria. Given this and as the site is relatively small it is concluded that the proposal will not damage the appearance and residential character of the area or prejudice the provision of sufficient housing land to an extent that a refusal could be justified on the basis of the NPPF or Policies H10 or H14.

#### Access Issues

The NPPF says that in assessing specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Paragraph 103 says the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.

UDP Policy H14 says that development in housing areas will be permitted provided it would provide safe access to the highway network and appropriate off-street parking and not endanger pedestrians and not lead to excessive traffic levels.

There are good pedestrian connections between the site and its surroundings. Additional footpath links are proposed into the site connecting from the footpath of Sevenairs Road and the footpath running along the eastern boundary of the site. The site is not directly served by any cycle routes and therefore cycle access would be on the carriageway. The site is reasonably served by public transport with the nearest bus stop on Lilac Road, approximately 225m from the site. The higher frequency bus services call at Crystal Peaks Interchange which is some 600m from the site. The Beighton/Drake House Lane tram stop is approximately 450m walking distance from the site. The site offers the potential for linked trips with visits to the retail facilities close to the site and diversion of by-pass trips on the local highway network into the site. It is therefore concluded that the site is a sustainable location for this type of use and there are also options to travel to the site by sustainable means.

Trip generation rates have been established for other similar drive through fast food operations. This indicates the proposal could generate 48 vehicular trips during the weekday evening peak and 110 trips during the Saturday peak hour. However it is likely that many of these trips will already be on the network passing the site or linking with other uses such as the drinking establishment on site. For the purpose of the assessment the applicant has applied a pass-by percentage of 60% and a linked trip percentage of 5%. The applicant argues that these percentages are conservative considering the location and that drive through restaurants are perceived as a convenience whilst travelling elsewhere rather than a destination in their own right.

Applying the above percentages results in 35% of the traffic being new traffic which equates to 17 new trips in the weekday evening peak and 39 during the Saturday peak hour. The transport assessment concludes that with the low amount of additional trips generated by the proposed development it will not have a significant impact on the highways and junctions around the site provided that the parking restrictions are extended on Sevenairs Road. Personal Injury Accident records have been analysed for the last 5 years which show an average of 1.8 PIAs per year.

These do not indicate any significant issues that could be resolved by changes to road design.

The estimated level of traffic generated by the proposal as outlined above is considered to be a reasonably robust estimate and it is agreed that the flows likely to be generated will not have a material impact on the operation of the highway from either a safety or capacity point of view. It is worth noting that the Council's Guidelines on Transport Assessments suggest that a full Transport Assessment requiring an assessment of highway junctions is not actually required where developments generate less than 60 vehicle movements in any one hour. This is because flows below this threshold are considered to be highly unlikely to result in a demonstrable impact on the operation of the highway

The Council have a request to extend the parking restrictions on Sevenairs Road which highways colleagues would like to undertake but are unable to do so due to lack of funding. The applicant's transport assessment has highlighted this as an issue that needs to be resolved in order to avoid congestion and traffic safety issues associated with the additional traffic visiting the site. Given this it is considered necessary on highway grounds to require the development to undertake these mitigation works and therefore a condition is proposed to secure this.

The access and circulation arrangements within the site are considered to be safe and adequate to serve the traffic likely to be generated by the development. There is considered to be sufficient queuing space within the site so that the drive through traffic should not block the access to the site.

In terms of parking it has already been established that the parking on the site is not required to serve the future use of Damon's as public house. The Transport Assessment points out that there are no parking guidelines specific to a Drive Thru use therefore in order to determine whether the parking provision proposed is adequate a parking accumulation exercise has been undertaken based on the estimated traffic generation of the site. This shows that a maximum accumulation of 22 vehicles occurs on Saturday between 1300 and 1400 meaning that there would be in the order of 5 spaces still available during the period of highest parking demand. Given the aforementioned it is considered that the level of parking provision proposed is acceptable.

#### Amenity considerations

UDP Policy H14 says that new development should not lead to air pollution, noise, smell, excessive traffic levels, or other nuisance, or risk to health and safety for people living nearby.

The Council's guidance on whether an Air Quality Assessment is required says it is needed for any development that generates 60+ vehicle movements in any hour within 200m of an area exceeding Air Quality Limitation Values. It is also required

where sensitive uses, such as housing or schools, are being introduced to or within 200m of the area. Significant industrial polluters may also require an Assessment.

In this case the nearest air quality monitoring information is at the Gypsy Queen which is just over 200m from the site. There is air quality information from 2012 to 2015 which shows Nitrogen Dioxide levels of between 29  $\mu\text{g}/\text{m}^3$  and 30  $\mu\text{g}/\text{m}^3$  whereas the annual average limit value is 40  $\mu\text{g}/\text{m}^3$ . Monitoring was stopped in this location in 2015 because levels were decreasing. Recent information on the levels of Nitrogen Dioxide across the city in the last 3 years show that levels have been dropping by up to 4% year on year. Given that the air quality is likely to be well below the Limit Value in this location there is no requirement for an air quality assessment in this case and there would be no justification for resisting the proposal on the grounds that it would have a significant harmful health impact due to increased pollution.

The application site is located close to the interface between commercial and residential uses. Background noise levels are likely to be relatively low throughout the late evening. The predominant noise source is road traffic.

There is a potential for disamenity to residents arising from the proposed drive-thru restaurant (A3/A5 use) due to noise. Noise could arise from commercial operations, amplified sound, deliveries, servicing, external plant and equipment and external tannoy systems. There is also potential noise from people talking, laughing and shouting when using mobile phones, consuming food and/or smoking, as well as vehicles arriving and parking.

The site has an existing use as parking associated with the existing Damons restaurant. The nearest residential properties are located on Violet Avenue just over 50m from the building which is a similar distance to the existing Damons building. The nearest parking is 26m from the nearest housing which is the same separation as the existing parking. The nearest housing is just over 40m from the proposed external seating area. The access to the site is unchanged and so no nearer to the existing housing.

The proposed access, parking and building are a similar distance from housing. However given that the proposal will introduce an additional restaurant use, because it is a drive through which is likely to result in over 100 vehicle movements at the site access in the peak hour and it includes an external seating area, there is likely to be an increase in noise for the residents nearest to the site.

The key issue is whether the increase in noise will have a significant impact on the amenity of local residents. In order to mitigate the noise impact the applicant has agreed to conditions which limit the hours of use of the restaurant to 11pm and the outdoor seating area to 10pm. Conditions also control amplified sound from both music played within the building and from the food ordering system to no more than 3db above background which means it should not be noticeable above background

levels. Noise from plant and equipment is controlled and deliveries and the sorting of waste is required to take place before 9pm. Noise from customers and their vehicles can only be controlled via limiting the operating hours.

With these controls in place there is likely to be some occasional disturbance from noisy customers and increased noise due to more vehicular movements. However it is considered that this is not likely to be so great that it justifies resisting the grant of planning permission when taking into account the existing use of the site.

Smells from cooking can be controlled by fume extraction and odour abatement systems. Given that there is a minimum of 50m separation from the building and housing it is considered that with modern odour abatement equipment it should not be a significant problem.

Residents have raised concerns about litter and vermin. These are potential problems with any restaurant/takeaway and are largely matters for the site management. The applicant has shown a number of litter bins on the site layout. Given this and as it is in the interests of the restaurant to avoid vermin it is considered that both these concerns are not sufficient to justify resisting the proposal.

#### Design issues

Core Strategy Policy CS 74 says that high quality development will be expected which would respect, take advantage of and enhance the distinctive features of the city, its districts and neighbourhoods including the townscape and landscape character of the city's districts, neighbourhoods and quarters, with their associated scale, layout and built form, building styles and materials.

Unitary Development Plan Policy H14 says that in housing areas new development will be permitted provided that new buildings and extensions are well designed and would be in scale and character with neighbouring buildings.

At present the site consists of a tarmac parking area which is open to the road and consequently is not of high amenity value.

The Damon's restaurant is a distinctive circular shape with a dominant roof that appears inward looking as it is set below the road. Whilst this site adjoins housing its character has more in common with the commercial development that adjoins the site.

Given the local context a drive through restaurant will not be out of character with the prevailing context. The building has been positioned to respond to the alignment of Sevenairs Road and the design has been improved to provide a more contextual response utilising red brick as the main facing material rather than metal cladding as

originally proposed. The window openings have been rationalised to create a simpler and more coordinated design.

There will be a narrow landscape strip to Sevenairs Road and some landscaping within the site to soften the urban form of the development.

The development is considered to be reasonably well designed and it is in scale and in keeping with local character. It is considered that the development as a whole will improve the visual quality and interest of this site.

## RESPONSE TO REPRESENTATIONS

The lack of need for restaurants is not a reason for resisting planning permission.

Health and wellbeing is a material planning consideration in planning decisions. The Planning Practice Guidance (2019) on Healthy and Safe Communities states that planning policies and supplementary planning documents, where justified, can seek to limit the proliferation of particular uses, where evidence demonstrates this is appropriate (and where such uses require planning permission).

National research and guidance over at least the last ten years recognises that consumption of hot food takeaway foods and fast-foods are determinants of excess weight gain; and that having planning policies to restrict additional hot takeaways is one way to contribute to tackling increasing obesity. Sheffield is in the top quintile of local authorities having a high proliferation of fast food outlets (119.3 per 100,000 population compared to a national average of 96.1 in 2017).

This proposal is located in an area with a high Year 6 childhood obesity and overweight ratio of between 37.3% and 48.6%. This is above the city and national average of 1 in 3 children being overweight or obese and each year since 2006/07 the rates of childhood excess weight have been increasing in Sheffield. This area also has a high number of takeaways already close by at Crystal Peaks. However it is to be expected that there would be a higher number of takeaways in a District Centre and associated with the shopping and leisure facilities that surround it.

Having a planning policy to restrict hot food takeaways in certain situations is being considered as part of the new Sheffield Plan, but does not form part of the current adopted plan. In the absence of specific planning policies in Sheffield there would be insufficient evidence for resisting the proposal on the grounds of its impact on health and well-being.

There will be some increased noise and disturbance for the nearest residents as a result of the proposal. However given the condition controls and the existing late night use on the site the impact on residential amenity is not at a level that would disproportionately affect the occupants of neighbouring properties, and consequently granting permission is not considered to be incompatible with the European

Convention on Human Rights and is a proportionate response given the wider benefits of granting planning permission. As such the decision falls within the margin of discretion afforded to the Council.

Immediate neighbours of the site were consulted and two site notices were displayed one on the Sevenairs Road footpath adjoining the site and the other on the footpath that runs along the east of the site. Officers are satisfied that sufficient publicity has been undertaken in accordance with the Council's Statement of Community Involvement.

## SUMMARY AND RECOMMENDATION

The proposal use is acceptable in policy terms provided it does not undermine the residential character of the area; would not need lead to unacceptable living conditions for local residents; would not result in excessive traffic; provides safe access; appropriate parking and is in scale an character with its context.

These issues have been assessed in detail in this report and, whilst there will be some increased noise and disturbance, the proposed noise controls should ensure that it will not have a significant harmful impact. The development will improve the appearance of the site, provide employment opportunities, is in a sustainable location and provide increased choice in eating establishments for local residents. The proposal is therefore considered to be consistent with the provisions of the Local Plan and the National Planning Policy Framework and it is recommended that planning permission be granted subject to the listed conditions.

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