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McDonald's, Chirk Park, Wrexham

Century Buildings, St Mary's Parsonage

Manchester, M3 2DF

Tel: 0161 214 4370 / Fax: 0161 214 4371

Design and Access Statement



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Vision

In September 2010 Full and Advertisement Consent was obtained for the re-branding and re-imaging of this McDonald's restaurant to bring its appearance up-to-date.

In December 2011 Full and Advertisement Consent was obtained for a side-by-side drive thru lane. The new side by side drive thru lanes streamline and formalize the ordering process during peak trading times, reducing the length of the potential queues and congestion within the site during those busy periods. During quieter periods, customers can use either order point. The operation is strictly controlled and allows cars to order meals, and then approach the collection point "out of sequence" whilst still obtaining the correct order.

Permission is now sought for a car park extension to ensure that sufficient parking provision is provided for this busy restaurant.

Introduction and Site Location

This Design and Access Statement has been submitted in support of the application for the car park extension at the McDonald's Drive Thru Restaurant, Chirk, Wrexham.

The application includes the extension of the existing car park to provide 55no. additional parking spaces, with associated hard landscaping.

Planning Policies

The site is unallocated within the local plan, and outside the Settlement Limit.

Policy GDP1: All New Development is not really relevant to this proposal however the proposal does comply with this policy since the finishes of the car park extension match the existing car park in appearance. The proposals also seek to retain pedestrian and vehicles safety by providing continuous pavements alongside and through the car park.

The proposals accord with *TAN 12: Design* as described throughout this statement. *TAN 12* states that:

"Where a Design and Access Statement is required, the applicant must demonstrate how they have appraised the physical, social, economic and policy context of the development, and how their choice of design principles and concepts take that into account"

In this instance it is considered that the car park extension will ease congestion within the site making the functioning of the site more effective. Likewise, the provision of additional parking spaces will prevent the possibility of on-street parking within the vicinity, thus having a positive impact on road safety and traffic congestion.

Site Analysis

The application site is occupied by an existing McDonald's Restaurant, and is located close to the A5 / A483, approximately 1.5 miles north of Chirk and 7.0 miles to the south-west of the Wrexham town centre.

The restaurant opened in 1999, and at the latter end of 2010 underwent full internal and external refurbishment as part of the McDonald's re-branding programme.

The site is surrounded by the highway to the north and open space along the other three sides. The building is set at a lower level than the highways so much is not visible from the surrounding area.

The application site is bordered by hedges and a post and wire fence.

Existing parking provision is broken down as follows:

Grill bays	3
Accessible bays	4
General parking bays (including staff)	46 (including 4 staff)
TOTAL	53

Context Assessment

As a drive thru restaurant it is anticipated, and indeed expected, that most customers will drive to the restaurant. The site is easily accessible by car from the A5. The isolated nature of the restaurant means that people are unlikely to access it on foot or public transport. Hence the efficient running of the drive thru and the adequate provision of car parking is paramount to the success of the restaurant.

Involvement / Consultation

AEW Architects are aware of the necessity for pre-application discussions but believe that this should be proportionate to the scale of the proposal. The works proposed are considered to be minor in scale and nature, and have not warranted the requirement to carry out any pre-application meetings with the Local Planning Authority (LPA) or any other statutory and non-statutory consultees. We are confident that the design development process, as outlined within this Design and Access Statement, can fully justify the approach taken by the design team and the resulting proposals.

AEW Architects understand the importance of public consultation prior to the submission of planning applications for development. However, it has not been considered necessary in this instance. Nevertheless, AEW Architects are happy to respond to any queries made by the public following the LPAs statutory consultation period, if required.

Design Principles

Use

There is no change of use associated with this proposal.

Given that the application site is positioned within a fairly isolated position there are no sensitive uses within the vicinity which would be affected by the continued use of the site as a drive thru restaurant and the extension of the car park.

Quantum

There is no change to the quantum of development on the site in terms of floor area; the restaurant building will remain as existing.

The car park extension will have:

Grill bays	-
Accessible bays	4
General parking bays (including staff)	51 (including 4 staff)
TOTAL	55

The total parking provision within the entire site will therefore be:

Grill bays	3
Accessible bays	8
General parking bays (including staff)	97 (including 4 staff)
TOTAL	108

Scale

The building's scale will not be altered.

The scale of the car parking bays will be standard and match the size of the other parking bays within the existing car park.

Layout

The car park will extend into the adjacent field. This is a large, open, undeveloped space sufficient for the car park extension. The extension will run from the existing car park and have a correctly marked out and positioned vehicle circulation road.

A new pedestrian crossing point from the extended car park, over the drive thru lane, to the restaurant entrance will be provided.



Extension Site to Right



Extension Site

Appearance

New kerb lines, drive thru lane finishes and car park surfaces will match the existing materials. The drive thru lane and parking bays will be tarmac and all new paved areas will be Marshalls paving blocks.

Any damaged kerbs or finishes to the existing will be repaired where necessary. Where new pavements are created these will be in a block paving to match the existing.

Landscaping

There is no soft landscaping as part of this proposal

Community Safety

To ensure community and consumer safety special attention has been paid towards:

- Natural surveillance of the patio area, which is positioned in front of, and overlooked from the restaurant;
- Realignment and new pedestrian crossing points where required, with dropped kerbs and tactile paving
- Clear segregation of vehicle and pedestrian routes
- Restaurant overlooking the public area, especially the patio

Character

The photos below show the character of the existing site:



Open views and countryside surrounding the site



Open views and countryside surrounding the site



Existing Marshals kerb and drive thru lane surface materials



Existing pedestrian crossing point



Existing drive thru lane route to be retained

Environmental Sustainability

The proposals are intrinsically sustainable in that they seek to retain the building and general layout etc. but improve its operation by providing additional parking.

Movement and Access Principles

Vehicle Access

Vehicles will access the site as before but now have the option of turning left into the car park extension or continuing along the access road to the existing car park and drive thru lane.

A total of 108no. car parking spaces are provided in accordance with the authority's parking standards to:

- Ensure that sufficient space is provided within the site and clear of public highways;
- Accommodate all vehicles likely to be attracted to or generated by a proposed development;
- Minimise the dangers to public and highway safety; and,
- Minimise the loss of amenity and convenience likely to be caused by on-street parking

Pedestrian Access

Pedestrian access will be improved by the creation of a additional pedestrian crossing points with dropped kerbs and tactile parking. Pedestrian crossing points will be marked out in white thermoplastic material.

Inclusive Access

A total of 8no. accessible parking bays are provided: 4no existing and 4no. Proposed. This provides a total of 8.64%.