

# Public Document Pack

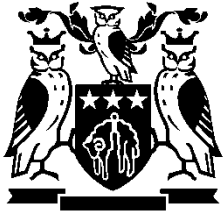
## **SOUTH AND WEST PLANS PANEL**

**THURSDAY, 10 DECEMBER 2015**

## **SUPPLEMENTARY INFORMATION**

Agenda Item 7 – Application 15/95904/FU – Former White Bear, Dewsbury Road, Tingley

This page is intentionally left blank



---

Report of the Chief Planning Officer

## ADDENDUM TO PANEL REPORT

### PLANS PANEL SOUTH & WEST

Date: 10<sup>TH</sup> DECEMBER 2015

Subject: 15/05904/FU; Demolition of public house and erection of two storey restaurant, with drive thru and associated car parking and landscaping at the Former White Bear Public House, Bradford Road, Tingley, WF3 1JX.

| APPLICANT     | DATE VALID | TARGET DATE                    |
|---------------|------------|--------------------------------|
| McDonalds Ltd | 01.10.2015 | 15.12.2015 (Extension of Time) |

---

## ADDENDUM TO PANEL REPORT

### 1. INTRODUCTION

1.1 Paragraph 7.6 of the above report issued to Panel Members in the Panel Papers and uploaded to Public Access regrettably does not refer to the following comments from Cllr Dawson as a Ward Member for Morley South Ward. To correct this omission this addendum has been circulated to Members of Plans and uploaded to Public Access. Panel Members are therefore asked to have in mind the following comments when considering the application:

### 2. COMMENTS

2.1 Planning permission should be refused for the following reasons:

- The comings and goings of vehicles, closing and opening of car doors, headlights etc. will lead to an unacceptable level of activity, noise and general disturbance at unsociable hours. This would be detrimental to the general amenity of nearby residential occupants.
- The proposed restaurant by reason of its characteristics and location situated out of a town centre conflicts with the aims of the Governments planning policy set out in the National Planning Policy Framework (2012) which seeks to locate drive thru restaurants such as this in main town centre to facilitate and promote sustainable patterns of development.

- The report on the sequential test for this application is out of date and refers to sites which are not now available, and omits possible sites such as Capitol Park, Morley which are available and within the sequential test area.
- The proposed car park with only 36 allocated spaces (excluding drive thru and restricted parking spaces) will be insufficient to meet the demand at the restaurant and will lead to congestion in and around the site. It is also likely to lead to possible overspill parking on Dewsbury Road and Oban Close nearby residential streets. It is likely that some customers will park in the nearby streets as an easier and more convenient place to park. Access to the site car park, will be difficult. In addition it is not clear if staff will be allowed to park in the customer car park, if they are then they this will reduce the number of spaces further, and if they do not they will park on nearby residential streets.
- Large delivery vehicles will only be allowed in to the site from the northbound A653 with no access from the west bound A650 and therefore any delivery vehicles exiting from the M62 or going southbound on the A653 will have to divert through local estates roads such Lowry Road or Hesketh Lane or drive into Kirklees (a further two miles) to find a suitable point to do a 360° turn back onto the northbound A653.
- When delivery vehicles are at the site up to 11 car park spaces may not be available in order to allow for these large vehicles to park and exit from the site. This combined with an allocation for staff parking will put a severe strain on the ability of the site to meet demand for parking from customers.
- The estimated daily vehicle movements show hourly peak traffic of well over 100 vehicles entering and leaving the site which suggest that the proposed car park arrangements will have insufficient capacity. In addition the traffic estimate submitted will not take into account super-peak occurrences which will occur when there nearby events which attract additional traffic such as sporting events taking place at nearby Elland Road Stadium or when there are peak shopping days at the nearby White Rose Centre (sales, pre-Christmas, bank holidays etc.). On these occasions it is likely that proposed site will not be able accommodate demand and lead to parking in residential areas and traffic congestion around the entrance and exit from the site.
- The roundabout at the junction of the M62 and the A650/A653 is already noted as being the 4<sup>th</sup> worst accident black spot in the whole of the Leeds area and by increasing the traffic unnecessarily this is only destined to become worse.
- One of the entry points for the proposed restaurant is just yards off the roundabout on the A650 (Tingley Common) and is a potential hazard as vehicles will be indicating left and other road users will not be able to differentiate between vehicles exiting the roundabout and vehicles turning sharply into the site.
- The site is adjacent to a residential area and the traffic and visitors entering the restaurant will generate and cause both unwanted noise and disturbance to residents with cars entering and exiting the site from 7am in the morning until 11pm which much longer opening hours than a traditional public house. There will also be an issue with an increase in emissions caused by standing traffic waiting at the Drive Thru & the restaurant will expel unwanted smells into the atmosphere yet again causing a disturbance to the neighbouring residents.

- The restaurant is likely to cause excessive litter outside the restaurant boundaries both in the nearby streets and gardens of the neighbouring residential area and on the verges of the highways which in turn will attract an infestation of vermin.
  - This site is not appropriate for the proposed restaurant based on the points raised above and I strongly object to the planning application that has been submitted.
3. The matters raised by Cllr Dawson are mainly addressed in the appraisal section of the panel report. With regard to delivery and service vehicles using Lowry Road to access the site, this is due to the fact that there is no right turn into the site off Dewsbury Road, so any vehicles coming from the north, or off the motorway would need to either travel past the site to find somewhere to turn around, or would need to route via Bradford Road, Lowry Road, and turning right at the end of Lowry Road onto Dewsbury Road.
  4. Highways officers have considered this matter; the only safe access for larger vehicles into and out of the site is via the Dewsbury Road entrance. The Lowry Road loop is designed to take buses and service vehicles and consequently they feel that this proposal will not cause any harm to highway safety. A delivery management plan would provide additional details such as the number of deliveries per week and the routing of these vehicles.

This page is intentionally left blank