



Officer Report

Application Number: HGY/2026/1616
Application Type: Full planning permission
Address: Drive Through Restaurant, Green Lanes, Hornsey, London, N4 1DR
Proposal: Refurbishment of the restaurant with an extension for the introduction of an internal play frame to replace the existing external area. Redecoration of the existing cladding and shopfront in dark grey (ral 7022), with associated works to the site.
Case Officer: Roland Sheldon
Valid Date: 08/06/2026
Applicant: .
Agent: Mrs Sarah Carpenter

RECOMMENDATION

Approve with Conditions

1. Site and Surroundings

The subject site contains a single storey drive-through restaurant building and rear car park area on the eastern side of Green Lanes, to the immediate south of Haringay Green Lanes overground Station. The surrounding uses are predominantly retail-related commercial, with the site located on the southern fringe of the Green Lanes District Centre. The site is not within the setting of a listed building and is not located within a conservation area.

2. The Proposal

This application seeks planning permission for the refurbishment of the existing restaurant, including an extension to facilitate the installation of an internal play frame to replace the existing external play area. The proposal also includes the redecoration of the existing cladding and shopfront in dark grey (RAL 7022), together with associated works to the site.

3. Relevant Planning and Enforcement history

The planning history in relation to the site is as follows.

McDonalds Resturant, Williamson Road, London, N4, London

HGY/1990/1331: Erection of a single storey restaurant with drive-through facility (Class A3), ancillary offices and storage and provision of 45 car-parking spaces – Approved 13/05/1991

HGY/1997/1984: Extension to front of restaurant to form an additional drive through booth – Approve 17/02/1998

HGY/2011/1028: Alteration to elevations including new roof and additional cladding – Approved 25/07/2011

HGY/2011/1029: Display of 8 x internally illuminated fascia signs – Approved 25/07/2011

HGY/2014/3408: Display of 7 x internally illuminated fascia signs and 1 x internally illuminated "Golden Arch" sign – Approved 02/12/2014

HGY/2015/0265: Reconfiguration of the patio area to accommodate a new external play place – Approved 24/03/2015

No planning enforcement history:

4. Consultation Response

The following were consulted on the planning application:

- LBH Transportation: Following the submission of a CMP and amendments to address concerns, no objections to the proposal.
- Transport for London: No comments to make on the proposal.
- Harringay Traders Association: This is a positive investment in the site that will enhance the facilities available to local families and visitors and will support local employment.

5. Local Representations

No representations received from neighbours, local groups, etc in response to notification and publicity of the application.

6. Material Planning Considerations

The main planning considerations raised by the proposed development are:

1. Design and character;
2. Highways and transportation; and
3. Accessibility

Design & Character

Policy SP11 of the Strategic Plan and Policy DM1 of the Development Management DPD both aim to enhance the built environment through high quality design that respects local context and positive aspects of the area. Policy DM1 sets out that development should relate positively to its locality in terms of building height, form, scale, massing, building lines and architectural details and styles.

At present, there is an external covered play-space structure located in front of the restaurant building, adjacent to the drive-through hatch. The proposal would see the existing external structure removed and replaced by a single storey front extension in which a replacement play space facility would be provided. The structure would be externally clad in brick to match the existing building with a largely glazed frontage addressing Green Lanes. It would have a flat roof design. The proposed extension is of a scale, massing and design with choice of materials that respects the scale, form and character of the host building and wider locality.

Transport considerations

London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T4, T5 and T6 set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.

Part B of London Plan policy T6 sets out that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite').

Local Plan (2017) Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DM Policy (2017) DM31 'Sustainable Transport'.

The transport concerns for this proposal were isolated to the management of construction phase of the development. Following submission of a Construction Management Plan (CMP), the Transportation Officer has reviewed the details and requested additional information regarding a range of issues including programme and phasing, site layout details, impact on existing customer/staff parking in the site, details of construction vehicle dimensions/numbers and swept path details.

The additional information has been submitted to the satisfaction of the Transportation Officer to conclude the development can be undertaken without unacceptable impacts on parking, highway movement/safety or environmental conditions. The proposal is therefore acceptable with regards to transportation considerations.

Conclusion

The proposal is acceptable with regards to design, character and transportation considerations.

All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

7. CIL Applicable

The additional floorspace is less than 100 square metres and as such is not liable for CIL.

8. Recommendation

GRANT PERMISSION subject to conditions:

Conditions:

- 1 The development to which this permission relates must be begun no later than three years from the date of this decision notice, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of Section 91 of the Town and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

- 2 The development hereby permitted shall be carried out in complete accordance with the approved plans and drawings listed in this decision notice, other than where those details are altered pursuant to the conditions of this planning permission.

21600_424_1001: Location Plan
1002: Block Plan
21600_424_1004 A: Proposed site layout
21600_424_1006 B: Existing and proposed layout plans
21600_424_1005 A: Existing and proposed elevations
CMP by Galla Mast Construction Group
Harringay programme of construction 19.8.26
Development carried out in accordance with approved CMP
7023/TR/01: Car Tracking
7023/TR/02/03: Vehicle Tracking
7023/SK/01: Construction Set Up Plan
Construction CLP - Supplementary info by Planware
Construction Set Up Plan (NTS)

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 The construction of the development shall be carried out in full accordance with approved document 'CMP by Galla Mast Construction Group' and all associated documents, unless otherwise approved in writing by the local planning authority.

Reasons: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies T4, T7 and D14 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.

Informatives:

INFORMATIVE: Hours of Construction Work

The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday

and not at all on Sundays and Bank Holidays.