
Application Number 13/0569/FUL **Agenda Item**

Date Received 23rd April 2013 **Officer** Natalie Westgate

Target Date 18th June 2013

Ward Abbey

Site McDonalds Restaurants Ltd 639 Newmarket Road
Cambridge Cambridgeshire CB5 8WL

Proposal Reconfiguration of the drive thru lane and car park to provide a side-by-side order point with the construction of a new signage island and reconfigured kerb lines including associated works to the site. Alterations to the circulation within the car park to accommodate new layout with the relocation of the existing corral. Small booth extension for improved internal operations (1.3 sqm). The installation of 2 no. Customer Order Displays (COD) with associated canopies. Amendments to the existing signage suite with additional signs.

Applicant 11 - 50 High Road East Finchley London N2 8AW

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <p>Minor amendments to the building will not make a material difference, in terms of context, design or impact upon external spaces</p> <p>Reduced car parking space acceptable inline with Local Plan</p> <p>Reconfiguration of drive-thru with an additional lane likely to cause less traffic backing up from outside the site and less likely require car parking spaces</p>
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application relates to the McDonalds Restaurant on Newmarket Road in the eastern part of the city. The restaurant and drive-through is set back from Newmarket Road and Wadloes Road. Vehicular access is via a dropped kerb from Wadloes Road just off the roundabout by Newmarket Road. To the south and east is car parking for the restaurant's users. The site is fronted by the dual carriageway (Newmarket Road) to the south, with shops with residential accommodation above on the opposite side of the road. To the east are commercial properties. To the west, on the opposite side of Wadloes Road, are residential dwellings.
- 1.2 The site is within a Local Centre in the Cambridge Local Plan (2006). The site is not within a conservation area. The site is not within a controlled parking zone.

2.0 THE PROPOSAL

- 2.1 The application seeks planning permission for reconfiguration of the drive thru lane and car park to provide a side-by-side order point with the construction of a new signage island and reconfigured kerb lines including associated works to the site. Alterations to the circulation within the car park to accommodate new layout with the relocation of the existing corral. Small booth extension for improved internal operations (1.3 sqm). The installation of 2 no. Customer Order Displays (COD) with associated canopies. Amendments to the existing signage suite with additional signs.
- 2.2 The application is brought before Committee at the request of Councillor Johnson for the following reasons: for additional scrutiny and to be examined fully against Local Plan policies 6/10 and 8/2.

3.0 SITE HISTORY

Reference	Description	Outcome
13/0570/ADV	Relocation of height restrictor monolith with pole, rotating single triple unit, rotating double triple unit x2 (all internally illuminated)	A/C

08/1511/FUL	and new rotating double triple units x2 (internally illuminated), any lane aluminium directional sign (non-illuminated), customer order display including speaker point and colour monitor x2 (internally illuminated) Alteration to drive-thru to provide side-by-side order point and installation of Customer Order Display (COD).	Ref
08/1143/FUL	Extensions to restaurant and outdoor patios, ancillary works to the restaurant building, soft and hard landscape and site layout.	A/C
08/1139/ADV	Installation of 5 fascia signs (internally illuminated), 6 freestanding signs (internally illuminated), 1 height restrictor sign (internally illuminated), 2 banner signs (non-illuminated) and 1 customer order display sign (non-illuminated with speaker and colour monitor).	PRPA
C/00/0222/FP	Demolition of existing public house, erection of a new class A3 restaurant with drive thru facility with alterations to existing car parking area and access unto site.	A/C
C/00/0772/AD- C/00/0777/AD	Installation of 10 fascia signs (internally illuminated), 8 fascia signs (non-illuminated), and 1 height restrictor sign (internally illuminated).	A/C

4.0 PUBLICITY

4.1	Advertisement:	No
	Adjoining Owners:	Yes
	Site Notice Displayed:	No

5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER					
Cambridge Plan 2006	Local	3/1	3/4	3/7	3/11	3/14	3/15
		4/13					
		6/10					
		8/2	8/4	8/6	8/10		

5.3 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	National Planning Policy Framework March 2012 Circular 11/95 Community Infrastructure Levy Regulations 2010
Supplementary Planning Documents	Sustainable Design and Construction
Material Considerations	<u>Citywide:</u> Cambridge Shopfront Design Guide

6.0 CONSULTATIONS

Cambridgeshire County Council (Engineering)

6.1 The proposed operation of the car park and the management of spaces within it, together with the operation of the drive through would increase the rate at which customers in the drive through

element are served, which would tend to reduce the average queue length and so reduce impact on the public highway. Recommends condition on light source.

Head of Environmental Services

- 6.2 Additional information received which addressed previous concerns on waste and dust. Support subject to condition on construction hours, collection or deliveries during construction and informative on dust.
- 6.3 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

7.0 REPRESENTATIONS

7.1 Councillor Johnson has commented on this application. His comments are as follows: The application should go to Committee if recommended for approval for additional scrutiny and to be examined fully against Local Plan policies 6/10 and 8/2.

7.2 The owners/occupiers of the following addresses have made representations:

19 Wadloes Road
21 Wadloes Road
53 Keynes Road

7.3 The representations can be summarised as follows:

- Increase in drive-through lanes will increase traffic congestion and cause harm to highway safety to pedestrians, cyclists, buses, cars.
- There is concern on increase in pollution, traffic noise, smell and litter.

7.4 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

8.0 ASSESSMENT

8.1 From the consultation responses and representations received and from my inspection of the site and the surroundings, I consider that the main issues are:

1. Context of site, design and external spaces
2. Residential amenity
3. Refuse Arrangements
4. Highway safety
5. Car and cycle parking
6. Third party representations

Context of site, design and external spaces

8.2 The application seeks to alter the reconfiguration of the drive-thru and car park and to alter the layout of the car park. There are also proposals to extend the restaurant for a bigger booth and reposition a booth window. The back door for the office will be removed and the opening will be blocked up. There will be installation of 2 no. Customer Order Displays (COD) with associated canopies. In principle the minor extension, Customer Order Displays, alterations to the dropped kerb and access and parking re-organisation are acceptable.

8.3 I do not think that the changes to the building will make a material difference, in terms of context, design or impact upon external spaces. The installation of two Customer Order Displays (COD), with associated canopies will be set back within the site and not have a significant impact to the context, design or external spaces.

8.4 The last application was refused and included reconfiguring of the site (08/1510/FUL) which resulted in the loss of 14 car parking spaces. An earlier application which included reconfiguring of the site (08/1143/FUL) resulted in the loss of 5 car parking spaces and was granted planning permission. This application also proposes the loss of 5 car parking spaces. The Council has maximum car parking standards, which could be an argument for allowing these spaces to go. There will be a reconfiguration of the drive-thru with an additional lane; thus it would be likely to cause less traffic backing up from outside the site.

- 8.5 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.6 In the context of the existing restaurant activity, the proximity of shops and traffic on both Wadloes Road and Newmarket Road, the status of Newmarket Road as a primary route, and both roads as links on the cycle network, and general residential activity, I do not consider the proposal would generate an unacceptable additional level of noise or disturbance. There is no objection on noise, air pollution and disturbance from the Environmental Health officer.
- 8.7 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2006) policies 3/4 and 3/7.

Refuse Arrangements

- 8.8 Notwithstanding the concerns of neighbours, the environmental health officer has raised no concerns on this issue.
- 8.9 In my opinion, the proposal is compliant with Cambridge Local Plan (2006) policy 3/14.

Highway Safety

- 8.10 There are currently 35 parking bays on the site; made up of 3 grill bays, 2 accessible bays and 30 general bays. The application proposes a reduction by 5 general parking bays. Since the number of parking bays would only marginally differ from the present situation, I do not consider that the number of vehicle movements on and off the site would be greatly different from the current situation. There will be a reconfiguration of the drive-thru with an additional lane; thus it would be likely to cause less traffic backing up from outside the site.
- 8.11 The highway authority has not raised any objections on safety grounds and I do not consider that the reduction of car parking bays and additional drive-thru lane would affect highway safety.

The highways officer recommended a condition on the light source for the advertisements. This is a condition on the advertisement application 13/0570/ADV.

- 8.12 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

Car and Cycle Parking

- 8.13 The City Council's Car Parking Standards (2006) allow up to one car parking space for each 20m² of dining space. The combined area of dining space, internal and external, appears to be approximately 180m². The current provision (37 spaces) appears to be considerably above the Standard level, and so the reduced provision proposed would meet Local Plan requirements.

- 8.14 There is no change proposed to cycle parking.

- 8.15 In my opinion, the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

Third Party Representations

- 8.16 I agree that construction may have some impact on the amenity of neighbouring dwellings, but this could be mitigated by conditions. In my opinion this impact would not be reasonable grounds to refuse the planning application.

- 8.17 The other issues raised in representations regarding residential amenity, refuse arrangements, highway safety and car and cycle parking have been addressed under the headings above.

9.0 CONCLUSION

In my opinion, although there have been a significant number of objections to the planning consent sought, the principle of the proposed works is acceptable. The proposed developments are not on too great a scale for the site and would not be detrimental to the character of the area, residential amenity or existing on-street parking.

10.0 RECOMMENDATION

FOR RECOMMENDATIONS OF APPROVAL

1. APPROVE subject to the following conditions and reasons for approval:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice.

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

3. The extension hereby permitted shall be constructed in external materials to match the existing building in type, colour and texture.

Reason: To ensure that the extension is in keeping with the existing building. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/14)

4. Except with the prior written agreement of the local planning authority no construction work or demolition shall be carried out or plant operated other than between the following hours: 0800 hours to 1800 hours Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2006 policy 4/13)

5. Except with the prior written agreement of the local planning authority, there should be no collection or deliveries to the site during the demolition and construction stages outside the hours of 0700 hrs and 1900 hrs on Monday - Saturday and there should be no collections or deliveries on Sundays or Bank and public holidays.

Reason: Due to the proximity of residential properties to this premises and that extensive refurbishment will be required, the above conditions are recommended to protect the amenity of these residential properties throughout the redevelopment in accordance with policies 4/13 and 6/10 of the Cambridge Local Plan (2006)

INFORMATIVE: The construction works may give rise to dust and therefore the applicant is advised to ensure that appropriate measures are employed to minimise the spread of airborne dust from the site. Further guidance can be obtained from the section on dust pollution in the Council's Sustainable Design and Construction supplementary planning document <http://www.cambridge.gov.uk/public/docs/sustainable-design-and-construction-spd.pdf> and the "Control of dust and emissions from construction and demolition", Best Practice Guidance produced by the London Councils http://www.london.gov.uk/thelondonplan/guides/bpg/bpg_04.jsp

Reasons for Approval

1. This development has been approved, conditionally, because subject to those requirements it is considered to conform to the Development Plan as a whole, particularly the following policies:

Cambridge Local Plan (2006): 3/1; 3/4; 3/7; 3/11; 3/14; 4/13; 6/10; 8/2; 8/4, and 8/6

2. The decision has been made having had regard to all other material planning considerations, none of which was considered to have been of such significance as to justify doing other than grant planning permission.

3. In reaching this decision the local planning authority has acted on guidance provided by the National Planning Policy Framework, specifically paragraphs 186 and 187. The local planning authority has worked proactively with the applicant to bring forward a high quality development that will improve the economic, social and environmental conditions of the area.

These reasons for approval can be a summary of the reasons for grant of planning permission only. For further details on the decision please see the officer report online at www.cambridge.gov.uk/planningpublicaccess or visit our Customer Service Centre, Mandela House, 4 Regent Street, Cambridge, CB2 1BY between Mon 8am - 5:15pm, Tues, Thurs & Fri 9am - 5:15pm, Weds 9am - 6pm.