

Application Number	21/00333/FUL	Agenda Item	
Date Received	26th January 2021	Officer	Andy White
Target Date	23rd March 2021		
Ward	Abbey		
Site Proposal	McDonald's 639 Newmarket Road Cambridge Installation of 2 No. rapid electric vehicle charging stations within the car park of McDonalds and 2 No. existing parking spaces to become EV charging bays, along with associated equipment.		
Applicant	Mr Paul Hicks 6 Cedarwood Crockford Lane Chineham Park Basingstoke RG24 8WD		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <p>It does not change the use of the land</p> <p>It will support electric vehicles and therefore contribute to net zero carbon transport related emissions</p> <p>The siting of the infrastructure would not be harmful to the character of the street scene</p>
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 This application site is the McDonalds Restaurant drive-thru, located on the north-east corner of the roundabout junction of Newmarket Road with Wadloes Road, close to the eastern edge of the city. Access to the site is via Wadloes Road and the main car parking areas are between the restaurant building and Wadloes Road.
- 1.2 The site is situated in a mixed use area, nearby residential properties are located to the west of the site, on the opposite side of Wadloes Road and on the north side of Newmarket

Road and Nursery Close to the north. South and east of the site, nearby residential properties are 641 Newmarket Road and flats on the south side of Newmarket Road, located over a parade shops.

- 1.3 The site falls outside the controlled parking zone and within the Barnwell Local Centre. There are some Tree Preservation Order trees near to the south and west boundaries by the footway.

2.0 THE PROPOSAL

- 2.1 The application proposes the installation of 2 No. rapid electric vehicle charging stations within the car park of McDonalds and 2 No. existing parking spaces to become EV charging bays, along with associated equipment. There is no loss of car parking spaces as part of the proposal.

3.0 SITE HISTORY

Reference	Description	Outcome
08/1143/FUL	Extensions to restaurant and outdoor patios, ancillary works to the restaurant building, soft and hard landscape and site layout.	Approved
08/1511/FUL	Alteration to drive-thru to provide side-by-side order point and installation of Customer Order Display (COD).	Refused
13/0569/FUL	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.	Approved

	Amendments to the existing signage suite with additional signs.	
14/0507/S73	S73 application to vary condition 6 of planning permission C/00/0222/FP to allow the restaurant to operate between hours 0600 and 2300 seven days a week.	Refused
16/0718/FUL	Refurbishment and reconfiguration of the restaurant, to include extensions totalling 18.5sqm, incorporating associated works to the site. Alterations to elevations which include the relocation of the entrance door. Existing booths to be replaced with new.	Approved
16/0719/ADV	Relocation of 1no existing internally illuminated fascia sign.	Approved
19/1108/ADV	Installation of 3x freestanding double digital menu board, 1x freestanding single digital menu board and 1x 15" digital booth screen (all internally illuminated).	Approved

4.0 PUBLICITY

4.1	Advertisement:	Yes
	Adjoining Owners:	Yes
	Site Notice Displayed:	Yes

5.0 POLICY

- 5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2018 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2018	Local	1 2 3 4 5 6 7 8 9 28 29 55 56 71 80 81 82

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

Central Government Guidance	National Planning Policy Framework National Planning Policy Framework – Planning Practice Guidance Circular 11/95 (Annex A)
Material Considerations	<u>City Wide Guidance</u> Air Quality in Cambridge – Developers Guide (2008) Cambridge City Council Draft Air Quality Action Plan 2018-2023

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

6.1 No comment on the behalf of the Highway Authority.

Environmental Health

- 6.2 Development is acceptable. No comments or recommended conditions to make regarding this application.

Sustainability Officer

- 6.3 From a responding to climate change perspective the proposals are supported. The electrification of transport is an important element in the transition to net zero carbon, which will require the provision of vehicle charging infrastructure to support the uptake of electric vehicles. The provision of 2 fast charge units at this location is therefore supported.
- 6.4 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 Cllr Haf Davies advised that ward councillors are supportive of businesses installing EVCs in general, but given that this is the biggest traffic hotspot in Abbey ward, we would request that the application be scrutinised and decided by the Committee. A number Abbey residents have made objections for this reason.
- 7.2 The owners/occupiers of the following addresses have made representations: 13, 17, 19, 21 23 27 Wadloes Road, 2 Nursery Close, 1 Dunsmore Close,
- 7.3 The representations can be summarised as follows:

-The proposal will take away two parking spaces from the users of McDonald's which does not have enough parking spaces as it is. Parking will spill out on to the road to grass verges, double yellow lines, blocking driveways, parking in the two disabled bays on the road & blocking the garage entrance.

-If people were to use the charging points, they would park their cars there & either go off for a walk or catch a bus somewhere as eating a burger meal would surely not be long enough to charge your vehicle?

-Why put spaces at the front of the car park? Why not at the back alongside the building where staff park (who could also park further down the road to free up parking spaces?) It's just another thing that we residents have to look at outside our front windows!

-Traffic congestion is already at an absolute saturation in this area, with constant queueing occurring daily. To remove general parking spaces and replace them with the EV bays is going to put more pressure onto the already too busy roads and car park.

-Is the council assuming the visitors to the EV bays are customers who are already visiting the restaurant? Will the Council carry out any studies regarding this? It may not be the case that vehicles are visiting to use the restaurant AND the charge points? As electric vehicles become more prominent than petrol vehicles how in the long term will this affect demand and traffic in the area?

-The Government ELV guidance and a report named "lessons learnt" it states that local councils should be leading projects on identifying suitable locations and vendors for ELV charging points and establishing a clear policy so mistakes are not being made.

-Making provision for pedestrians, cyclist and using local transport comes a priority before Electric cars within the East area of Cambridge and I presume that's why Newmarket Park and Ride car park does not provide ELV charging points and some park and ride sites do.

-There is an active working party meeting regular to discuss evident problems this site is causing on the neighbourhood and potentially could be relocated to a more suitable location.

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 the main issues are as follows:

1. Principle of development
2. Context of site, design and external spaces (and impact on heritage assets)
3. Carbon reduction and sustainable design
4. Highway safety
5. Car and cycle parking
6. Third party representations

Principle of Development

8.2 The proposal does not change the function of the car parking spaces and as such the application is about the principle of siting the charging equipment at the site. In this regard the principle of development accords with the Council's Climate change policies which seek to reduce carbon emissions. As is noted in the comment of the Sustainability Officer the proposal would support the move to net zero carbon through facilitating electric vehicles.

8.3 The principle of the development is acceptable and in accordance with policies 28 and 29 whereby development should seek to reduce transport related carbon emissions

Context of site, design and external spaces

8.4 The proposal sites two charging points and support infrastructure within the existing car park. The proposal does not change the external space and the number of car parking spaces and the parking area would remain unchanged. The charging points would be 2.2 metres in height 0.7 metres width and 0.4 metres depth. The 'feeder pillar' to which the charging points are connected would be 2.3 metres in height and 1.7 metres width. The equipment will be located close to the access and egress to the site on Wadloes Road. It would be set within the site with railings and hedge between the equipment and pavement. This equipment is not considered to be out of character with this location and would be seen in the context of the car park and the Norway Maple tree immediately to the

north (next to the entrance) which is protected as T1 by TPO 05/2011.

- 8.5 The design and siting of the infrastructure would not be harmful to the character of the area.

Carbon reduction

- 8.6 The function of the equipment proposed would be to charge electric vehicles and will therefore support technology that will reduce carbon emissions. This conclusion is supported by the response from the Sustainability Officer.
- 8.7 The applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with Cambridge Local Plan (2018) policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.8 The objections from local residents refer to the displacement of parking from the car park as a result of the two spaces being dedicated to EVs. In consequence the objections refer to there being less parking on-site leading to greater queues and on-street parking which would be harmful to amenity. The houses opposite the site have two disabled spaces and immediately outside the site on both sides of Wadloes Road there are double yellow lines. Any parking in these locations would therefore be unlawful. Further north on-road parking already takes place. It is not accepted that parking will be displaced onto the road. As the number of EVs on the roads is increasing and as parking already takes place legally in other parts of Wadloes Road further from the site it is not possible to identify harm to amenity directly resulting from the application. The charging equipment itself is distant from the nearest residential dwellings and is not noise generating and small scale and therefore would not harm residential amenity

- 8.9 The proposal adequately respects the residential amenity of its neighbours and the constraints of the site and is considered that it is compliant with Cambridge Local Plan (2018) policies 35, 55 56 and 82.

Highway Safety

- 8.10 Objections have raised the problems that the site currently presents including queuing from and over the roundabout with Newmarket Road. The proposal itself is not considered to impact on this issue as the rapid charging would provide about 120 miles range for a vehicle with a 15 minute charge and would enable customers to charge whilst in the restaurant. As such the time spent at the EV spaces is not likely to be different to that of other spaces. The Highways Authority has not identified there to be any highways safety issues arising. It should be noted that drive through meals have been available at this site and other McDonalds restaurants during the pandemic, when eating-in was not possible. As such, it is possible that queuing vehicles has been greater at certain times over the past year. There was queuing for the drive thru service when the officer site visit was undertaken on a Friday afternoon when eating-in was not allowed. The proposal for the charging infrastructure is not considered to lead to highway safety issues.
- 8.11 The proposal is compliant with Cambridge Local Plan (2018) policy 81.

Car and Cycle Parking

- 8.12 The level of car parking would be unchanged as a result of the application.
- 8.13 The proposal is compliant with Cambridge Local Plan (2018) policy 82.

Third Party Representations

- 8.14 Various issues have been raised in representations received.
- 8.15 There is an assumption that some McDonalds customers will have electric vehicles and use the charging points. Studies have not been carried out by the Council to test the assumption. Given the speed of the charging points it is not considered likely

that someone charging a vehicle would leave the site for a long period of time. Even if this were so the management of the spaces would be by McDonalds as is the case at present.

- 8.16 The local plan policies and national policies support all forms of transport with an aim of reducing carbon emissions and reducing the reliance on the car. The provision of car charging facilities assists in this aim and no additional parking is proposed that would encourage additional carbon generating journeys.

9.0 CONCLUSION

- 9.1 The application has been considered in relation to material national and local planning policies. There is no change of use of land as part of the application and the siting of the electric vehicle charging infrastructure is not considered to be harmful to the character of the area or to residential amenity.

10.0 RECOMMENDATION

APPROVE subject to the following conditions:

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 91 of the Town and Country Planning Act 1990 (as amended by 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.