

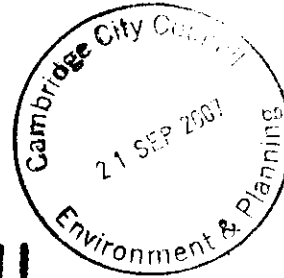


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pardoem@signetplanning.com
18 September 2007

Chief Planning Officer
Cambridge City Council
Development Control
Environment & Planning
Cambridge City Council
The Guildhall
Cambridge
CB2 3QJ



07 / 1106 / FUL

Dear Sir/Madam

SECTION 73 APPLICATION ON BEHALF OF INVENTIVE LEISURE TO AMEND THE HOURS OF SERVICING AT 3-8 DOWNING STREET, CAMBRIDGE

Please find enclosed an application on behalf of Inventive Leisure to vary Condition 7 of planning permission C/98/0231/FP to revise the time that deliveries can take place at Revolution, 3-8 Downing Street, Cambridge. The purpose of the application is to enable deliveries to be made outside of the morning peak traffic flow period, and before the afternoon peak period. As some deliveries come from a significant distance it cannot be guaranteed that vehicles will arrive before 07:30 hours (the time currently stipulated). It is, therefore, suggested that this condition is amended to prevent deliveries between 08:00 to 09:30 hours or after 16:30 hours, thereby providing some flexibility without significantly affecting the reason for imposing this condition.

As well as eight copies of the completed application form and fee of £135, please find enclosed eight copies of the Site Location Plan (HG0493/D01), with the site outlined in red.

As this application relates to the modification of an existing condition, and will not affect the design of the building or modify the existing access/servicing arrangements, no Design and Access Statement is required. This letter does, however, represent the Statement on Planning Matters.

The Site

Downing Street is situated within the centre of Cambridge City, on the edge of the primary retail core opposite the southern elevation of John Lewis, which is currently under construction. The street runs in a west to east direction from Trumpington Street, to the west, to St Andrews Street, in the east.

The premises the subject of this application lie to the south of Downing Street at numbers 3-8, towards its eastern end close to St Andrews Street. To the immediate west is St Columba's Presbyterian Church, and to the east 1-2 Downing Street and 32 St Andrews Street. The rear of the premises forms part of a group of buildings which comprise three public houses, a language centre and the 'Old Music School'.

Downing Street is a one-way street with traffic moving in an easterly direction using two lanes. The construction work on the John Lewis store the other side of the road has restricted the space available, but only on a temporary basis.



Traffic uses Downing Street throughout the day, including the early hours of the morning. The traffic, however, starts to build up from 08:00 hours Monday to Saturday and extends beyond the traditional 'rush hour' until about 09:30 hours. A peak then occurs in the afternoon, though this is not as defined.

Planning Context

At present, Condition 7 attached to planning consent C/98/0231/FP requires that deliveries to the premises need to be completed by 07:30 hours Monday to Sunday, in order to minimise the interruption to the free flow of traffic along Downing Street [the inference is that servicing needs to avoid the morning 'rush hour' traffic].

Background to the Application

The condition was attached to the original application when the bar was known as 'The Rat and Parrot' in 1999. The Revolution brand differs from the previous offer and requires larger and more frequent deliveries, which has increased the time period required.

Deliveries are made by a number of companies but the main servicing is undertaken by Carlsberg-Tetley and Matthew Clark. Matthew Clark delivers daily to the premises and Carlsberg-Tetley delivers every Tuesday. The Matthew Clark delivery comes from its depot in Shefford, Bedfordshire, around 28 miles away, and Carlsberg-Tetley delivery from their site in Ipswich, 54 miles away. The journey from the Matthew Clark depot takes in the region of 50 minutes whilst that from the Carlsberg-Tetley depot takes in the region of one hour, both dependent upon road conditions and where the venue is in the delivery run.

The Carlsberg-Tetley delivery comprises on average, 2 tons of stock, which can take up to one hour to unload. The Matthew Clark deliveries vary in size, but larger orders can also take up to one hour. Therefore large deliveries would have to commence at around 06:30 hours in order as to not breach the 07:30 hours condition. However, as outlined above travelling times to the premises take in the region of 50 minutes for Matthew Clark and one hour for Carlsberg-Tetley. Therefore the delivery vehicles would have to leave their respective stockyards at around 05:30 hours in order to allow sufficient time for a full delivery before the 07:30 hours restriction.

Delivery drivers for both companies, however, only arrive for work at their respective stockyards between 05:30 hours and 06:00 hours each morning and normally load the vehicles before departure, which can itself take a considerable amount of time subject to the size of order.

Furthermore, the vehicles which service the premises do not exclusively deliver to Downing Street, but perform specific routes which may take them to other premises in the region. Revolution, Cambridge has been in discussion with their suppliers, who appreciate the situation and seek to make the premises the first stop on their route. However, as both companies work on a nationwide scale, they have standardised working hours which cannot be changed to accommodate the needs of one of the premises they service.

Clearly there is insufficient time to complete **all** deliveries before 07:30 hours, even if this venue should be the first port of call on a delivery run. The purpose of this application is to provide some additional flexibility to the operator and delivery companies, whilst not adversely affecting traffic using the route at peak flow periods (the reason for its imposition).



The Policy Situation

It is apparent from the reason for imposing Condition 7 that the objective is for the free flow of traffic outside the venue not to be affected, as touched upon by Policies 8/9 and 6/10 of the adopted Cambridge Local Plan (2006).

Government Guidance, particularly PPS1 and PPG13, outlines the need for development, as far as reasonably possible to adhere with sustainability objectives. Whilst the proposals will not reduce the need to travel, as they relate to existing deliveries, they will allow flexibility in the servicing arrangements which could reduce the number of departures from the point of origin, which would conform with Government objectives on sustainability. It therefore remains to consider the specific reason for the imposition of this Condition, and the relation of the proposals with its objective.

The Case on behalf of the Applicant

The extension of the servicing period up to 08:00 hours in the morning will not have an adverse impact upon traffic flow along Downing Street, as the flows start increasing from that time until approximately 09:30 hours (an extension in the traditional 'rush hour'). For flexibility, and to accommodate any late or emergency deliveries, it is suggested that deliveries could also take place between 09:30 hours and 16:30 hours, when peak afternoon flow periods commence, though deliveries between these times are expected to be infrequent. The amendment of the condition in this manner will ensure that there are safe and convenient servicing arrangements which will not affect the free flow of traffic or the safety of other road users. However, if the suggested cut-off point should be considered to be too late then it could be amended to an earlier time.

As well as having no significant or detrimental effect upon the free flow of traffic, the proposals will have no noticeable impact upon the character or appearance of the site or its surroundings. The same number of deliveries will take place, though there will be some variation in when they occur. Most will, however, be before 08:00 hours and never when they could potentially conflict with the peak traffic periods.

I trust this information explains the need for the amendments to the current condition, but please do not hesitate to contact me to discuss it further as we wish to reach an appropriate solution for this venue.

Kind regards.

Yours sincerely
for Signet Planning

Matthew Pardoe

MATTHEW PARDOE
Senior Planner

Enc:
Application documentation