

Application Number	19/0720FUL	Agenda Item	
Date Received	23 rd May 2019	Officer	Alice Young
Target Date	18 th July 2019		
Ward	Trumpington		
Site	Unit 2, Cambridge Railway Station, Station Road, Cambridge Cambridgeshire CB1 2JH		
Proposal	Change of use to A4 (Drinking establishment), use of external space for outdoor seating and installation of lighting and signage to front and side elevation.		
Applicant	Steve Mann		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The proposal would not harm the character of the area or the street scene - The proposal is considered not to cause excessive noise and disturbance to adjoining occupiers.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 Unit 2, Cambridge Railway Station, also known as the old ticket office, is a two-storey building on the eastern side of Cambridge Place, south of Cambridge Station’s main entrance. The building is part of the Cambridge Railway Station and as such is grade II listed. The application site falls within the New Town and Glisson Road Conservation Area as well as Controlled Parking Zone T.

2.0 THE PROPOSAL

- 2.1 The proposal seeks planning permission for the change of use of the unit to A4 (Drinking establishment) as well as the use of external space for outdoor seating and installation of external lighting.
- 2.2 An accompanying application for the Listed Building Consent proposes internal works and the addition of signage and lighting.
- 2.3 The application is accompanied by the following supporting information:
1. Design and access statement
 2. Drawings
 3. Ventilation specification

3.0 SITE HISTORY

Reference	Description	Outcome
19/0721/LBC	Change of use to A4 (Drinking establishment) with associated internal alterations and installation of lighting and signage to front and side elevation.	Pending decision
17/0929/LBC	Demolition of the retained single storey extension to the front of the Lost Property (A51) located on the front elevation of the Southern Range of the Station. Reconstruction of new facade after demolition and all new windows will be identical to those already approved for the right hand side of the front elevation to the new restaurant	Granted

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 Local Plan 2018	1, 21 28, 35 55, 56, 59, 61, 64, 65 82

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

Central Government Guidance	National Planning Policy Framework February 2019 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 (Annex A)
Supplementary Planning Guidance	Sustainable Design and Construction (May 2007) Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Cambridgeshire Design Guide For Streets and Public Realm (2007) New Town and Glisson Road Conservation Area Appraisal (2012)

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Control)

6.1 No comment on the behalf of the Highway Authority.

Urban Design and Conservation team

6.2 The development proposed is acceptable subject to the imposition of the condition(s) outlined below.

- New partitions
- Fixings to historic fabric
- Fixing of windows and obscure glazing
- Flues
- Lighting schemes
- Flooring

Environmental Health

6.3 Initial comments: There is insufficient information in order to comment on the application regarding the type of cooking and odour impact clarification. Recommended conditions/informative:

- Construction hours
- Plant insulation
- Hours of use
- Collection/delivery hours
- Plant noise insulation informative

6.4 Subsequent information submitted: The development proposed is acceptable subject to the imposition of the conditions/informative outlined previously. I raised concerns regarding the odour impact from the proposed onsite cooking and requested further clarification on the type of food to be prepared / cooked on site and the potential impact from odour emissions via the existing extract terminations. An email has been submitted by the architect Dale Robinson dated 2nd July 2019 which confirms that all cooking facilities will be filtered internally via a recirculating unit and not discharged into atmosphere. This is acceptable and addresses my previous concern.

Access Officer

- 6.5 Double doors will need to be powered or be asymmetrical with one leaf being at least 850mm and having an opening force of less than 20N. The bar needs dropped height counter and a hearing loop. Good signage and colour contrast of décor is needed for visually impaired people. The request for street tables and chairs should be denied, it is on a very busy street, it is not suitable for furniture and if granted it will break the 1980 Highways Act, the spirit of local guidance and the local authority's Equality Act duty. All toilet doors must open outwards or have the release hinges in case someone collapse in the toilet
- 6.6 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 Camcycle have made a representation. The representation can be summarised as follows:
- No objection to the application under policy 82, however, the proposed bike stands could be used by commuter or abandoned bikes. Arrangements should be out in place to ensure the stands are kept clear of non-customer bikes.
- 7.3 A representation has also been submitted by 2 Spillers Mill, whose comments can be summarised as follows:
- Requesting what the opening times are. Concerns raised regarding the noise and disturbance caused by the use.
- 7.3 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

Principle of Development

- 8.1 Policy 21 states that development within the Station Areas West and Clifton Road Area of Major Change will support the continued and complete regeneration of vibrant, mixed-use

areas of the city, centred around and accessible to a high quality and improved transport interchange. The policy also states that A4 uses are considered a principal land use in this area. Given the mix of uses within the area and the vibrancy this gives, the proposal would add to this and is acceptable in principle.

Context of site, design and external spaces and the impact on the Conservation Area and the setting of the Listed Building

- 8.2 The proposal consists of the change of use to A4 as well as the associated signage, lighting and external seating. The change of use within this context is considered acceptable due to its sustainable location, adjacent to the railway station, bus stop and the station cycle parking,
- 8.3 The exterior of the application site would remain as existing except for the outside seating and lighting. Given that there are other examples of outside seating within the surrounding station area, I do not consider that this would be out of character with the area or negatively impact upon the character or appearance of the conservation area or the setting of the Listed Building. The proposal also includes LED up and down wall lights at regular intervals. Therefore, it is considered that the proposal would not adversely impact upon the street scene and would preserve and enhance the character and appearance of the conservation area.
- 8.4 By virtue of the location, adjacent to the Railway Station, and associated cycle storage, bus station and within walking distance from the city centre, it is considered that the proposal is in a sustainable location.
- 8.5 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 55, 56, 59, 61.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.6 As the proposal would not extend the existing footprint, the proposal would not result in any overbearing or overshadowing to neighbouring residential properties. Whilst the proposal

would include outside seating, given the separation distance between the outside seating and the residential flats to the south and south-west and the opening hours, the proposal would not result in a significant increase in noise and disturbance to the surrounding residential flats. To prevent excessive noise and disturbance during the construction process, a construction hours condition and a collection and delivery hours condition are recommended. Alongside this, the hours of use would be conditioned. The Environmental Health Officer has raised concerns regarding plant noise and has recommended a condition to control this.

- 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 (2018) policies 56 (58) and 35.

Accessibility

- 8.8 The Access Officer raises concerns regarding the proposed street furniture obstructing the pavement, decreasing the accessibility for passers-by. However, as the proposed outside seating would not project further than the previous extension (which was demolished under 17/0929/LBC) or project further than the application site boundary, the proposal would not encroach upon the pedestrian pavement. As such, the proposed seating would not unduly restrict the accessibility of the surrounding area. The Access Officer also makes recommendations for alterations to the internal aspects of the proposal. Accommodations have been made within the scheme to provide an accessible WC and entrance door leafs which are larger than the 850mm minimum stated by the Access Officer. Furthermore the agent has stated that where achievable, a dropped bar will be provided and décor will be contrasting.

Car and Cycle Parking

- 8.9 The proposal provides eight cycle parking spaces for the future customers. This is considered acceptable given the internal floorspace of the unit alongside the sustainable location and prevalence of other cycle parking within the Station area. Camcycle have raised concerns regarding this specific cycle parking being used for abandoned bikes and commuters. However, given the amount of cycle parking provided within the

station cycle parking facilities, it is considered that this would be unlikely to occur.

- 8.10 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 82.

9.0 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.

3. No construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 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 2018 policy 35)

4. The permitted use hereby approved shall not be open to members of the public outside the hours of 07:00-23:00 Monday-Friday, 10:00-23:00 Saturdays and 12:00-22:00 Sundays and Bank Holidays.

Reason: In the interests of amenity (Cambridge Local Plan 2018, policy 56).

5. There shall be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on 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 2018 policy 35)

6. Prior to the installation of plant, a scheme for the insulation of the plant in order to minimise the level of noise emanating from the said plant shall be submitted to and approved in writing by the local planning authority and the scheme as approved shall be fully implemented before the use hereby permitted is commenced.

Reason: In the interests of amenity (Cambridge Local Plan 2018, policy 35).

INFORMATIVE: To satisfy standard condition C62 (Noise Insulation), the rating level (in accordance with BS4142:2014) from all plant, equipment and vents etc (collectively) associated with this application should be less than or equal to the existing background level (L90) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

Tonal/impulsive noise frequencies should be eliminated or at least considered in any assessment and should carry an additional correction in accordance with BS4142:2014. This is to guard against any creeping background noise in the area and prevent unreasonable noise disturbance to other premises. This requirement applies both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 15 minute period).

It is recommended that the agent/applicant submits a noise prediction survey/report in accordance with the principles of BS4142: 2014 "Methods for rating and assessing industrial and commercial sound" or similar, concerning the effects on amenity rather than likelihood for complaints. Noise levels shall be predicted at the boundary having regard to neighbouring premises.

It is important to note that a full BS4142:2014 assessment is not required, only certain aspects to be incorporated into a noise assessment as described within this informative.

Such a survey / report should include: a large scale plan of the site in relation to neighbouring premises; noise sources and measurement / prediction points marked on plan; a list of noise sources; details of proposed noise sources / type of plant such as: number, location, sound power levels, noise frequency spectrums, noise directionality of plant, noise levels from duct intake or discharge points; details of noise mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full noise calculation procedures; noise levels at a representative sample of noise sensitive locations and hours of operation.

Any report shall include raw measurement data so that conclusions may be thoroughly evaluated and calculations checked.