

## Joint Development Control Committee - Cambridge Fringes

**Date:** Wednesday, 19 June 2019

**Time:** 10.30 am

**Venue:** Committee Room 1 & 2, The Guildhall, Market Square, Cambridge, CB2 3QJ

**Contact:** democratic.services@cambridge.gov.uk, tel 01223 457000

### Agenda

#### Member Development Programme

9.30 to 10.30 AM - **Committee Room One**

Results of Southern Fringe Residents Survey

1 Election of Chair and Vice Chair

2 Apologies

3 Declarations of Interest

4 Minutes (PAGES 3 - 10)

**All Committee Members may vote on this item**

5 18/1782/FUL - 50-55 Cowley Road (PAGES 11 - 48)

**All Committee Members may vote on this item**

6 19/0523/FUL - 10 Lapwing Avenue (PAGES 49 - 56)

#### General Item

7 18/0481/OUT - Land North of Cherry Hinton - Application Update

**Joint Development Control Committee - Cambridge Fringes Members:**

**Cambridge City Council:** Cllrs Thornburrow, Baigent, Page-Croft, Sargeant, Smart and Tunnacliffe, Alternates: Moore, Price, Porrer and Lord

**Cambridgeshire County Council:** Cllrs Ashwood, Bradnam, Harford and Richards, Alternates: Hudson, Kavanagh, Kindersley, Nethsingha, Whitehead and Wotherspoon

**South Cambridgeshire District Council:** Cllrs Bygott, Chamberlain, Hunt, de Lacey (Vice-Chair), Williams and Wilson, Alternates: Cone, Hawkins, Howell and Cheung Johnson

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**JOINT DEVELOPMENT CONTROL COMMITTEE - CAMBRIDGE FRINGES**

17 April 2019

10.30 am - 1.15 pm

**Present:** Councillors Blencowe (Chair), Page-Croft, Sargeant, Smart, Tunnacliffe, Bradnam, Harford, Cuffley, Richards, Bygott, Chamberlain, de Lacey (Vice-Chair), Sollom and Thornburrow

**Officers Present:**

Assistant Director Delivery, Cambridge City and South Cambridgeshire District Councils: Sharon Brown

Principal Planner: John Evans

Senior Planning Lawyer: Stephen Reid

Committee Manager: Toni Birkin

Committee Manager: Claire Tunnicliffe

**FOR THE INFORMATION OF THE COUNCIL****Farewell to Councillor Blencowe**

The Committee thanked councillor Blencowe for his long service in the interests of this Committee and wished him well for the future.

**19/15/JDCC      Apologies**

Apologies were received from South Cambs DC Councillor Hunt and City Councillor Bird. City Councillor Thornburrow was present as an alternate.

**19/16/JDCC      Declarations of Interest**

Councillor	Item	Interest
South Cambs Councillor Bygott	19/18/JDCC	Personal: County Councillor representing Girton
South Cambs Councillor de lacey	19/18/JDCC	Personal: County Councillor representing Girton
South Cambs Councillor	19/18/JDCC	Personal: County

Richards		Councillor representing Castle Ward
South Cambs Councillor Harford	19/18/JDCC	Personal: County Councillor representing Bar hill
South Cambs Councillor Bradnam	19/19/JDCC	Personal: County Councillor representing Milton

### **19/17/JDCC Minutes**

The minutes of the meetings of 20<sup>th</sup> February 2019 and 20<sup>th</sup> March 2019 were agreed and signed as correct records.

### **19/18/JDCC 19/0156/FUL - Lot H, Eddington**

The Committee received an application for full planning permission for the development for a 150 room hotel and 180 room apart-hotel (C1 Use Class), with ancillary uses including a restaurant, bar, cafe, co-working space and gym, along with associated cycle parking, car parking, landscaping, utilities and associated ancillary structures.

The Committee noted the amendment sheet and highlighted the following:

- An alternative recommendation was suggested due to recent ICT problems at Cambridge City Council and the possibility that there might have been gaps in email delivery. There was a possibility that late representations might not have been received.
- Revised conditions regarding the number of HGV deliveries per day (increased from 5 to 6).
- Conditions regarding non HGV deliveries on Sunday's and Bank Holidays.
- Conditions regarding the use of cranes during construction.

Heather Topel (Applicant's Agent) addressed the Committee in support of the application.

The Committee made the following comments in response to the report.

- i. Welcomed the additional s106 contributions and suggested that some of this could be used to improve provision in Storeys Way, in particular the junctions, as the hotel would increase cycle use in this area.

The Assistant Director undertook to ask planning officers to liaise with County Council regarding the S106 justification and apportionment.

- ii. Questioned the level of provision of electrical charging points and suggested that this would be inadequate in the future.
- iii. Suggested that the undercroft would be an unappealing space due to the low roof height.
- iv. Raised concerns regarding the level of parking provision but accepted that the proposal was Local Plan compliant.
- v. Stated that it was unfortunate that the hotel was in close proximity to the school and suggested that this could be a road safety concern.
- vi. Questioned whether amplified music should be restricted to all external areas, not just the rooftop terrace.

In response to Members' questions the Principal Planner and the Assistant Director said the following:

- i. Confirmed that there would be restrictions on the hours of use of the Rooftop Bar. Adequate controls of other amplified music / noise were already in place. It was considered unduly onerous to restrict background music to all the external areas.
- ii. Explained that the increase in the numbers of HGV's visiting daily had increased as the hotel was larger than that proposed in the outline plan. The extra HDV delivery, from 5 to 6, relates to waste collection.
- iii. Confirmed that University was committed to delivering the Senior Care facility and that this would now be located in an alternative part of the development.
- iv. Concerns over the storage options for non-standard cycles had been addressed in the amendment sheet. There would now be provision in various locations across the development. Camcycle has expressed satisfaction with the improved design of the cycle racks.
- v. Hotel management would monitor the 90 day limit for use of the Apart-Hotel. The City Council could request this data if it related to a specific enforcement investigation, but would have no grounds to gather or hold this information unnecessarily under Data Protection regulation.
- vi. Stated that a condition regarding ecology could be added but had not been considered necessary by officers. The ecology report would be an approved document.
- vii. The development would be BREEAM (Building Research Establishment Environmental Assessment Method) compliant and would not therefore be subject to Secure by Design approval.
- viii. Overspill parking in residential areas would be monitored and if this became a problem, the university would consult residents regarding a

residents parking scheme. The university had made a commitment to funding this if it was required.

The Assistant Director undertook to instigate initial discussion with the University and County Council regarding the monitoring of Eddington overspill parking in residential areas in close proximity to the site.

- ix. Confirmed that the private shuttle (mini bus) was part of the travel plan and would be provided by a contractor and parked off site. The applicant had made a commitment to the longer term provision of this facility.
- x. The building façade would be broken up by the use of varying, high quality materials, detailing and the varying treatment of windows.
- xi. The palette of materials had been addressed by conditions.
- xii. Addressed concerns that the hotel would be unviable due to inadequate parking provision and stated that hotel design is bespoke. The operator of this hotel would have considered all aspects of the proposal.
- xiii. Confirmed that the apart-hotel would have 24 hour reception services.
- xiv. Confirmed that the use of Madingley Road would be the likely route of choice of cyclists staying at the hotel.
- xv. Stated that whilst the site had good segregation of cyclists from vehicles, additional requirements could be added to the Construction Method Statement to address members concerns around the hotels proximity to the school.

The Assistant Director stated that applications relating to phase 2 of the development would be coming to committee later in the year. She undertook to instruct officers to liaise with the University on the timescales for a review of issues arising from phase 1 of Eddington to inform future strategies for phase 2 of the development.

Councillor Bradnam raised concerns regarding fire safety. She questioned why there was no sprinkler system and stated that, whilst the design might meet building regulations, there were opportunities to go above and beyond the minimum requirements.

The Committee agreed unanimously to add an informative suggesting a sprinkler system be installed.

As detailed in the amendment sheet, the following alternative recommendation was proposed.

Due to recent ICT problems last week at Cambridge City Council there may be potential gaps in email delivery. There could potentially be some further representations which may not have been received during the period of outage last week. It is therefore recommended that subject to no additional material representations arising from any late representations received by Friday 26 April 2019 that **final** approval of the application be delegated to the Joint Director of Planning and Economic Development subject to the conditions contained in the report.

The Committee:

**Resolved (by 10 votes to 2 with 1 abstention)** as agenda with the alternative recommendation (as above) and condition revisions as set out on the Amendment Sheet.

*Further informative* – to strongly advise the applicant to consider provision of an internal sprinkler system as part of the overall fire strategy.

*Minor modification of condition 5 – Construction Management Strategy* to request strategies to minimise risks from construction traffic to vulnerable users around the site.

*Minor modification of condition 11 – Servicing and operational management plan* – officers to amend the condition wording to mandate those elements which are currently described as ‘should’ as “shall” instead.

*S106 contribution* – Officers to review with the County Council their justification for the apportionment of contribution to Madingley Road, in relation to any potential need on Storey’s Way.

**19/19/JDCC S/4824/18/VC - Land adjacent to Cambridge North Station, Cowley Road, Cambridge.**

The Committee received an application under Section 73 of the Town and Country Planning Act 1990 to vary Condition 20 (EV charging plan) and Condition 38(approved plans) and remove condition 36 (wayfinding signage) pursuant to S/4478/17(Erection of building comprising office B1 (a) floorspace and ancillary ground floor retail (A1/A3) floorspace, a cycle storage pavilion, associated landscaping, access and a 125 space car park).

The Committee made the following comments in response to the report.

- i. Queried the re-design of roof and canopy, including provision of parapet above canopy; would this would bring additional height to the building.
- ii. Suggested additional tree planting to the north of the development to ensure that the exact number of trees removed were replaced.
- iii. Regretted the loss of a tree on Station Square.
- iv. Enquired when the Electric Vehicle charging points would be installed.
- v. Requested further clarification on the s38 agreement.
- vi. Asked for further information on the fire strategy.
- vii. Questioned how the wayfinding signage would be delivered.

In response to Members' questions the Principal Planner said the following:

- i. There was a slight reconfiguration of the roof and canopy; the use of the word re-design gave a different meaning to what was being proposed when in fact the changes were minimal and there would be no additional height.
- ii. There would be a net loss of one tree on the development, but the landscape condition would allow further discussion on this issue through the discharge.
- iii. The car parking management plan stated that prior to 01 August 2028, a permanent car park should be implemented; this would include the EV charging points.
- iv. The fire strategy would be controlled by the building regulations.

In response to Members' questions the Associate Director said the following:

- i. The proposals of the EV charging points had been assessed supported by Environment Health Officers; therefore it was difficult within the policy framework to go against the technical advice which they provided.
- ii. In the original application there had been some duplication between the s106 and the conditions imposed on the planning permission. After a review undertaken by officers and the applicant, it had been agreed the wayfinding signage is secured under the s106 agreement.

Michael Derbyshire (Applicant's Agent) addressed the Committee in support of the application.

At the request of the Chair, Mr Derbyshire in his address explained the parapet was slightly deeper to accommodate the green and brown detailing on the roof. Therefore the profile of the canopy itself was slightly thicker.

As detailed in the amendment sheet, the following alternative recommendation was proposed.

Due to recent ICT problems last week at Cambridge City Council there may be potential gaps in email delivery. There could potentially be some further representations which may not have been received during the period of outage last week. It is therefore recommended that subject to no additional material representations arising from any late representations received by Friday 26 April 2019 that **final** approval of the application be delegated to the Joint Director of Planning and Economic Development subject to the conditions contained in the report.

The Committee:

**Resolved (unanimously)** as agenda with the alternative recommendation (as above) and condition revisions as set out on the Amendment Sheet.

Officers to consider provision of an addition tree on the south west frontage through the discharge of condition 9: landscaping. This is because there is a net loss of one tree from the originally approved scheme S/2403/17/FL.

The meeting ended at 1.15 pm

**CHAIR**

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## JOINT DEVELOPMENT CONTROLL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Joint Director of Planning and Economic Development

Date: 19<sup>th</sup> June 2019

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<b>Application Number</b>	18/1782/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	10 <sup>th</sup> December 2018	<b>Officer</b>	Aaron Coe
<b>Target Date</b>	21 <sup>st</sup> June 2019 (Extension of Time)		
<b>Parishes/Wards</b>	ECH		
<b>Site</b>	William James House, 50 - 55 Cowley Road, Cambridge		
<b>Proposal</b>	Four storey office development (B1 use) with associated car and cycle parking, plant room, sub-station and landscaping.		
<b>Applicant</b>	Mr G Watts, Coulson Building Group		

<b>SUMMARY</b>	<p>The proposed B1 development on the site is acceptable in principle.</p> <p>The proposed scheme will support improvements in the sustainable transport networks in the area to help mitigate the impact of the development.</p> <p>The proposed design of the development has been well considered with regard to its context and site constraints and will make a positive contribution to the character and appearance of the area.</p> <p>In terms of contaminated land, odour, air quality, demolition/ construction and plant noise, o safeguards are in place to protect the amenities of the area and the future occupants of the development.</p>
<b>RECOMMENDATION</b>	<b>APPROVAL</b>

## **1.0 SITE DESCRIPTION/AREA CONTEXT**

- 1.1 The application site is located approximately 3.5 kilometres north-east of Cambridge City Centre within the established Cowley Road Industrial Estate, with surrounding land uses comprising a variety of commercial, industrial, leisure and infrastructure operations. The immediate surrounding area is made up of a mixture of office and industrial use buildings.
- 1.2 The application site forms part of landholdings owned by the applicant Coulson Building Group. The landholdings cover an area of approximately 1 hectare, on which 'William James House' an existing 3 storey commercial building is located. The building currently houses Coulson Building Group, with some of the floorspace within the building and land sublet to local businesses. The primary established use of the Coulson Building Group site is B1 offices with ancillary B8 storage use.
- 1.3 The applicant proposes to develop the northern half of the site. At present part of the application site accommodates use as open storage for plant and materials with the remainder of the site currently sub-let for use as a scaffolding storage yard and a lock up storage business.
- 1.4 The site backs onto a ditch/ watercourse to the north-west of the site. The watercourse has mature hedgerow planting alongside both banks of the watercourse. Further to the north and west of the site is the Anglian Water Wastewater Treatment Works (AW) site. To the south of the AW Treatment Works and to the west of the site is the City Council owned Cambridge Golf Driving Range. Immediately adjacent and to the north of the site is a car dealership while to the east and south-east on the opposite side of Cowley Road is the Stage Coach depot site. Further to the east is the Cambridge – Ely rail line and sidings. Immediately to the south of 'William James House' is the Veolia waste transfer station while the recently opened Cambridge North Railway Station is located approximately 600 metres to the south.
- 1.5 The site is not within a Conservation Area and is outside a controlled parking zone. It falls within the proposed Northern Fringe East Area Action Plan.

- 1.6 The application site has an extant permission for a new office building with an 'L' shape layout which is 3-storeys in height with the main facade of the building fronting onto Cowley Road with the return to be constructed along the northern boundary of the site. This application was approved under application reference 16/2058/FUL at the September 2017 meeting of Joint Development Control Committee.

## **2.0 THE PROPOSAL**

- 2.1 The proposals are to clear the site and to construct a new office building. The proposed new building will have an 'L' shape layout and be 4-storeys in height with the main facade of the building fronting onto Cowley Road with the return to be constructed along the northern boundary of the site. The main building will be approximately 16 metres in height, with the height of the plantroom roof 18 metres.
- 2.2 The previously consented scheme (16/2058/FUL) related to a 2500 square metre three storey office building, with total height of approximately 14.4 metres at the highest point. The updated proposal involves increasing the height of the building to 18 metres.
- 2.3 The proposed building will be constructed using a Cambridge brick, with brickwork recessed around windows to break up the appearance of the façade of the building. The proposed window frames will be aluminium with aluminium solar shading louvres, all powder coated dark grey. The entrance stairwell and side stairwells will be constructed with grey fibre cement cladding.
- 2.4 The proposed building will be set back from the back edge of the highway to allow tree planting between the new building and the highway. The proposed new tree planting will continue the avenue of trees already established alongside the frontage of neighbouring sites on Cowley Road. A small landscaped courtyard with seating for staff use is proposed along with landscaping across the car park in order to break up the expanse of concrete with further planting proposed along the western boundary of the site.
- 2.5 The new building will provide circa 2,479 square metres of B1(a) office, together with circulation spaces, welfare facilities, meeting

- rooms, and breakout space. The total floorspace of the new building will be circa 3845.3 square metres.
- 2.6 The proposal maintains the existing vehicle access which will be shared between the adjacent William James House and the proposed new development.
- 2.7 External car parking is to be provided at the rear of the proposed development. The proposal includes 96 car parking spaces to serve the new office building. This involves 53 new car parking spaces and the relocation of 44 existing car parking spaces that currently serve the adjacent building. The total number of car parking spaces proposed is 96. The proposal includes 5 accessible car parking spaces within close proximity to the main entrance of the building.
- 2.8 A total of 134 cycle parking spaces will be provided. 104 spaces are proposed within a large secure enclosure via a two tier system and 15 additional Sheffield cycle racks within a cycle shelter which will serve an additional 30 cycles.
- 2.9 The proposed waste collection store which will be located in the same location as approved under the previously approved application (16/2058/FUL) to the rear boundary of the site will be enclosed with a brickwork garden wall (Cambridge brick to match the building façade) with gates painted dark grey to match the main building's windows, doors and accessories. The size of the waste collection store has been increased to ensure adequate space for 3 additional bins, this is in accordance with the RECAP Waste Management Design Guide.
- 2.10 The application is accompanied by the following supporting information:
- Design and access statement
  - Planning statement
  - Transport assessment
  - Energy & sustainability statement
  - Geo environmental assessment
  - Waste consultation area statement
  - Foul/ surface water drainage strategy
  - Travel plan framework
  - BREEAM assessment

- 2.11 In accordance with the agreed scheme of delegation, the application is being brought to Joint Development Control Committee (JDCC) for determination because it is for a non-residential development of more than 1,000 square metres.

### **3.0 Amended Plans**

- 3.1 This planning application as originally submitted proposed 116 car parking spaces (71 new spaces and 45 reallocated from existing development). This exceeded the Cambridge City Council Local Plan 2018 maximum car parking standards by 20 car parking spaces. During the course of the application, the proposal was amended and the car parking provision reduced to 96 spaces (53 new spaces and 43 reallocated spaces). This is in accordance with the adopted maximum standards.
- 3.2 The cycle parking arrangements have also been amended in order to meet the requirements of the Cambridge Local Plan 2018 (Appendix L).

### **4.0 SITE HISTORY**

<b>Reference</b>	<b>Description</b>	<b>Outcome</b>
16/2058/FUL	New three storey office development (B1 use).	Approved 27/06/2017

### **5.0 PUBLICITY**

- |     |                        |     |
|-----|------------------------|-----|
| 5.1 | Advertisement:         | Yes |
|     | Adjoining Owners:      | Yes |
|     | Site Notice Displayed: | Yes |

### **6.0 POLICY**

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

## 6.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2018	<p>7 The River Cam</p> <p>13 Ensuring coordinated development</p> <p>27 Sustainable development</p> <p>29 Renewable energy</p> <p>35 Pollution and amenity</p> <p>36 Air quality</p> <p>55 Responding to context</p> <p>56 Creating successful places</p> <p>57 The design of new buildings</p> <p>59 The design of external spaces</p> <p>80 Walking and Cycling accessibility</p> <p>81 Transport impact</p> <p>82 Car and Cycle Parking</p> <p>85 Water, sewerage and drainage infrastructure</p>

## 6.3 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	National Planning Policy Framework 2019 Circular 11/95 (Annex A)
Supplementary Planning Documents	Cambridgeshire and Peterborough Flood and Water
Previous Supplementary Planning Documents (These documents, prepared to support policies in the 2006 local plan are no	<p>Sustainable Design and Construction (May 2007)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p> <ul style="list-style-type: none"> <li>• SSP W8N – Cowley Road Waste</li> <li>• SSP T1A – North of Chesterton Sidings</li> </ul>

longer SPDs, but are still material considerations.)	<ul style="list-style-type: none"> <li>• SSP T2C – Cambridge Northern Fringe (Aggregates Railhead)</li> </ul>
Material Considerations	<p><u>City Wide Guidance</u></p> <p>Air Quality in Cambridge – Developers Guide (2008)</p> <p>Cambridge City Council Draft Air Quality Action Plan 2018-2023</p> <p>Cambridge City Council Waste and Recycling Guide: For Developers.</p>

## Other Material Considerations

### North East Cambridge Area Action Plan

- 6.4 The principle of development in the North East Cambridge area is established in the recently adopted Cambridge and South Cambridgeshire Local Plans 2018. Work has commenced on the preparation of a joint Area Action Plan (AAP) to guide development and regeneration across the area.
- 6.5 The Issues and Options stage of the AAP is at an early part of the plan making process. A new vision and objectives for the site have been drawn up, and consultation on the Issues and Options 2019 consultation document took place between 11 February and 25 March 2019.

### Technical Note on Interpretation of 'Odour Impact Assessment for Cambridge Water Recycling Centre' (March 2019)

- 6.6 The technical note sets out how officers intend to interpret the results of the Odour Impact assessment for Cambridge Water Recycling Centre (October 2018), undertaken for the Councils by Odournet, in consideration of planning applications for development in the vicinity of Cambridge Water Recycling Centre (CWRC).

## **7.0 CONSULTATIONS**

### **Cambridgeshire County Council (Highways Development Management)**

*As originally submitted*

- 7.1 The County Transport Assessment Team raised a holding objection to the submitted Transport Assessment because insufficient detail has been presented to make a sound assessment of the scheme. To address the County concerns further details were requested from the applicant including; updated transport assessment to support the provision of additional office floorspace.

*As amended*

- 7.2 The City Council parking standards (Business Use) are for a maximum of 1 space per 40sqm. The provision of 116 spaces for the new building is not acceptable on this basis, as it represents a provision of 1 space per 29sqm.

### **Environmental Health**

- 7.3 The development proposed is acceptable subject to the imposition of conditions.

### **Senior Sustainability Officer (Design and Construction)**

*As originally submitted*

- 7.4 The City Council sustainability officer raised a holding objection as the proposals did not meet the requirement of policy 28 (BREEAM requirements), 31 (requirement for green/ brown roofs) and provision should be made for electric vehicle charging points.

*As amended*

- 7.5 The development proposed is acceptable subject to the imposition of conditions.

## **Urban Design and Conservation Team**

- 7.6 The development is acceptable subject to the imposition of conditions.

### **Access Officer**

*As submitted*

- 7.7 Additional blue badge car parking required.

*As amended*

- 7.8 The proposed development is acceptable.

### **Landscape Architect**

*As submitted*

- 7.9 The proposal is not in accordance with Cambridge Local Plan 2018 Policy 82. At least 20% of the cycle parking provision must be made up of Sheffield style stands to accommodate off gauge cycles and less able riders. Please amend the cycle parking store to achieve this aim.

### **Cambridge City Council (Sustainable Drainage Engineer)**

*As submitted*

- 7.10 The proposals are not in accordance with Paragraph 163 of the National Planning Policy Framework or Policy 31 of the adopted Cambridge City Council Local Plan, as sufficient surface water drainage details demonstrating the principle of draining the site have not been submitted to the local planning authority.

*As amended*

- 7.11 The development is acceptable subject to the imposition of a condition.

## **Environment Agency**

- 7.12 The proposed development is acceptable subject to the imposition of conditions.

### **8.0 REPRESENTATIONS**

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

- The Bike Depot, 140 Cowley Road, Cambridge, CB4 0DL.

- 8.2 The representations can be summarised as follows:

- The proposal is not in accordance with Policy 82, Appendix L of the Cambridge Local Plan 2018. 100% of the cycle parking is proposed to be provided via two tier racks. To resolve the objection Policy 82 should be met by the provision of 20% of the cycle parking spaces as Sheffield stands.

- 8.3 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.

### **9.0 ASSESSMENT**

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

- Principle of development
- Transportation
- Urban design & landscaping
- Drainage & utilities
- Environmental considerations
- Cycle & car parking
- Sustainability
- Planning obligations (S106 Agreement)

## **Principle of Development**

### *Policy Framework*

- 9.2 Policy 15 of the adopted Cambridge Local Plan 2018 sets out a vision for the Cambridge Northern Fringe East Area to regenerate this area. The application site fall within the Cambridge Northern Fringe East site allocation (Policy 15 Cambridge Northern Fringe East and new railway station Area of major change). The policy highlights that the area is allocated for high quality mixed use development, primarily employment uses such as B1,B2 and B8, as well as a range of supporting commercial, retail, leisure and residential uses (subject to environmental conditions).
- 9.3 The adopted Cambridge Local Plan 2018 clarifies that the quantum of development, site capacity, viability, time scales and phasing of development will be established through the preparation of an Area Action Plan (AAP). At the time of writing this report the AAP work has not yet been progressed to a point where substantive weight can yet be given to the AAP.
- 9.4 The proposal for B1 office floor space is permissible under Policy 15 of the Cambridge Local Plan 2018. The development does not conflict with this policy and the acceptability of the proposal therefore turns to the assessment of the other relevant planning considerations.

### **Transportation**

- 9.5 Policy 80, 81 and 82 of the Cambridge Local Plan 2018 are all relevant transport related policies which must be considered in the assessment of this application.

### *Impact on the network*

- 9.6 Policy 81 states that development will only be permitted where it can be demonstrated that there will not be an unacceptable transport impact as a result of the proposed development. The data provided by the applicant highlights that the additional office space proposed would generate an additional 17 vehicle trips in the AM peak and 15 trips in the PM peak previously consented scheme however, demonstrates that the development can be accommodated at the Cowley Road junction off Milton Road.

Cambridgeshire County Council have assessed this information and advised that the additional development would have a negligible impact on the Milton Road/Cowley Road (north junction) and Cowley Road/Station Approach junction.

9.7 To help support improvements in the sustainable transport networks and to help mitigate the impact of the development the County Council is seeking the following:

- Financial contribution of £140,000 towards the cost of the construction of safe pedestrian and cycle links between the site and Cambridge North Station payable on commencement
- £26,000 towards the provision of cycleway improvements between Moss Bank and Fallowfields
- Contribution of £10,000 towards the cost of membership of and support from the Travel Plan Plus Scheme for the Development.
- A Travel Plan secured through a condition.
- A Car Park Management Plan secured through a condition

9.8 At the time of writing this report the applicant had not confirmed the detail of the transport mitigation package. A verbal update will be given at the committee meeting.

#### *Car and Cycle Parking*

9.9 The car parking standards set out in the Cambridge Local Plan (2018) for the proposed development requires 1 space for every 40 square metres of gross floor area (GFA) including disabled car parking. Applying the Local Plan standards a maximum of 96 car parking spaces should be provided.

9.10 Following comments from the County Council Transport Assessment Team the applicants updated their proposals to ensure the Cambridge Local Plan car parking standards were met. The revised proposal involves an additional 53 new car parking spaces and the relocation of 43 existing car park spaces to serve the proposed office building, creating a total of 96 car parking spaces This is in accordance with the Cambridge Local Plan 2018 Policy 82.

9.11 Cycle parking standards set out in the Cambridge Local Plan (2018) require 1 space for every 30 square metres of gross floor

area (GFA). Applying the Local Plan standards a minimum of 128 cycle spaces should be provided.

9.12 Following amendments to the original submission the application proposes a total of 134 cycle parking spaces. 104 spaces are to be provided within a secure enclosure via a two tier system and an additional 30 spaces will be provided via Sheffield stands. This exceeds the minimum cycle parking standards set out within Appendix L of the Cambridge Local Plan 2018.

9.13 Officers are satisfied that the updated proposals are acceptable with regard to car and cycle parking, and address the concerns raised by the third party representation (CamCycle) and the City Landscape Architect. Appropriate conditions have been recommended regarding a car park management plan and detail design of the cycle parking facilities.

#### *Travel Plan*

9.14 A Travel Plan will be required to be submitted prior to the occupation of the development and 6 months following occupation monitoring against the targets to be agreed will be undertaken and annually thereafter for a five year period. The Travel Plans will be secured through the Section 106 agreement and the imposition of a condition.

#### *Conclusion*

9.15 The highway network in the vicinity of the application site and the Cambridge Science Park is at capacity. The proposed scheme will however support improvements in the sustainable transport networks in the area to help mitigate the impact of the development. The proposed on-site car and cycle parking provision is in line with Cambridge Local Plan 2018 standards, while the Travel Plan will ensure that there is a modal shift. As such the proposals satisfy the aims of Policies 80, 81 and 82 of the Cambridge Local Plan 2018.

### **Urban Design and Landscape**

9.16 The relevant policies of the Cambridge Local Plan 2018 are 55, 56, 57 and 59. The policies provide a framework to assess the

application in terms of design and landscape its potential impact on the locality.

- 9.17 The proposed new building will be constructed parallel to Cowley Road with a return wing to be constructed alongside the northern boundary to the site. It is noted that the additional circa 3.6 metres in height from the previous approval (16/2058/FUL) will have an impact on the visual appearance and scale of the proposed building. However, given the separation between the adjacent building and the proposed building is approximately 28 metres the additional 3.6 metres in height is not considered to result in any adverse impacts on neighbouring buildings. The additional storey to the building is considered acceptable in design terms.
- 9.18 The proposed materials include a Cambridge brick, with brickwork recessed around windows to break up the appearance of the façade of the building. The proposed window frames will be aluminium with aluminium solar shading louvres, all powder coated dark grey. The entrance stairwell and side stairwells will be constructed with grey fibre cement cladding. These materials have been considered acceptable subject to conditions which require approval prior to the commencement of development (Conditions 4 and 30).
- 9.19 The proposed layout of the proposed building is the same as the previously consented scheme with car parking to the west and rear of the building and entrances from both the Cowley Road frontage and the rear car park. This aspect of the proposal remains acceptable.
- 9.20 In terms of the landscape strategy, the building line has been set back from the Cowley Road frontage to allow tree planting along the edge of the highway which will continue the avenue of tree planting already established along the frontage of neighbouring sites. The openness of car park will be broken up with landscaping and an external seating area.
- 9.21 The applicant has engaged with officers through the pre-application process and has designed changes in response to comments / advice received. The proposed development will make a positive contribution to the character and appearance of the area and is therefore supported in design terms and satisfies policies 55, 56, 57 and 59 of the Cambridge Local Plan 2018.

## **Drainage**

- 9.22 Policy 31 and 32 of the Local Plan requires that development will only be permitted where there is an adequate water supply, sewerage or land drainage system available to meet the demands of the development.

### *Surface water drainage*

- 9.23 Additional information was provided during the course of the application with regard to surface water drainage. This has been reviewed by the Sustainable Drainage Engineer, who considers the proposals to be acceptable subject to the imposition of a condition which secures the detailed design and maintenance arrangements for the drainage system.

### *Potential contamination of ground water*

- 9.24 The Environment Agency has advised that given the current and historic uses and activities on the site, there may be the potential for the contamination of ground water. To address these concerns two conditions have been recommended relating to unexpected contamination and the submission and approval of details of surface water disposal.

### *Conclusion*

- 9.25 The proposed surface water and foul drainage strategies are considered acceptable subject to the recommendation of appropriate conditions, and in accordance with Policy 31 and 32 of the Local Plan.

## **Amenity and Human health**

- 9.26 The relevant policies of the Cambridge Local Plan 2018 are 33 (Contaminated Land), 34 (light pollution) 35 (Protection of human health and quality of life from noise and vibration) and 36 (Air quality, odour and dust). Policy 35 seeks to only allow development that does not lead to significant adverse effects on health, the environment and amenity and allows for the use of appropriate mitigation through remediation, secured through conditions on planning permissions.

- 9.27 The City Councils Environmental Health team has revised the application proposals and provided detailed advice.

*Contaminated land*

- 9.28 The site has a long history of industrial use and will require appropriate investigation. In accordance with the advice offered, a series of planning conditions have been recommended in respect of contamination and remediation.

*Odour*

- 9.29 The development site falls within two designations made by the adopted Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan, adopted 22 February 2012, both of which implement overarching policies in the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy Development Plan Document, adopted 19<sup>th</sup> July 2011.
- 9.30 In accordance with advice offered by the Environmental Health Officer, details of the mechanical ventilation and odour control have been secured by planning condition.

*Air quality*

- 9.31 In terms of air quality, Environmental Health Officers wish to ensure that at the operational stage of development there will be no detrimental impacts on or worsening of air quality due to operations at the site. To address these concerns the City Council Environmental Health officers have recommended the imposition of a series of conditions, which require
- Details of the Low NOx boilers
  - A scheme for the provision of Electric Vehicle Charging Points

*Demolition/ Construction*

- 9.32 To ensure potential pollution from the demolition and construction phase of the development if controlled, conditions have been recommended relating to construction hours, piling, noise and vibration and airborne dust control.

### *Plant noise*

- 9.33 A condition has been attached to ensure that the potential noise impacts of the planned external mechanical plant/ equipment, such as AHU's, condensers, commercial extract systems are fully assessed by specialist officers prior to occupation.

### *Conclusions*

- 9.34 In terms of contaminated land, odour, air quality, demolition/ construction and plant noise, officers are content that with the proposed conditions appropriate safeguards are in place to protect the amenities of the area and the future occupants of the development. With these safeguards in place the proposals are considered to be compliant with the aims of Local Plan Policies 33, 34, 35 and 36.

### **Renewable Energy and Sustainability**

- 9.35 The relevant policies of the Cambridge Local Plan 2018 in relation to environmental sustainability and renewable energy are policies 28 and 29.
- 9.36 During the course of the application process the applicant provided additional information to ensure the requirements of policy 28 can be met. The applicant has conducted a BREEAM pre assessment and demonstrated that an 'excellent' rating is achievable in accordance with Policy 28 of the Cambridge Local Plan 2018. Cambridge City Council Sustainability officer has recommended two BREEAM conditions (design stage and post construction certification) to ensure sustainable construction, reduced carbon emissions and efficient use of buildings is achieved.
- 9.37 The energy strategy remains as the original application 16/2058/FUL with additional photovoltaics on the roof to ensure at least 10% of the CO2 output is generated on site. A condition has been imposed to secure the full details (dimensions, materials and locations) of the PV cells ahead of installation in the interests of visual amenity.

### **Third Party Representations**

- 9.38 The representation from 140 Cowley Road (Cam Cycle) is noted. Since the response was received, cycle parking details have been amended. Officers are now satisfied that the proposal complies with relevant cycle standards.

### **Planning Obligations (S106 Agreement)**

- 9.39 Only transport related obligations arise from the submission of the planning application, including the following;
- Financial contribution of 140,000 towards the cost of the construction of safe pedestrian and cycle path links between the site and Cambridge North station.
  - £26,000 towards the provision of cycleway improvements between Moss Bank and Fallowfields
  - Contribution of £10,000 towards the cost of membership of and support from the Travel Plan Plus Scheme for the Development
- 9.40 Subject to the completion of a S106 planning obligation to accord with the sought County Council Transport mitigation measures detailed above in paragraph 8.55, I am satisfied that the proposal would accord with Cambridge Local Plan (2018 ) policy 81 the Planning Obligation Strategy 2010.

## **10.0 CONCLUSION**

- 10.1 The proposed development will involve an additional level and 3.6 metres in height from the previously approved scheme (16/2058/FUL). The planning evaluation has confirmed that the proposals will not have an adverse impact on neighbouring amenity, and are considered to make a positive contribution to the character and appearance of the area. The proposal is therefore supported in design terms.
- 10.2 In terms of contaminated land, odour, air quality, demolition/ construction and plant noise, officers are content that with the proposed conditions appropriate safeguards are in place to protect the amenities of the area and the future occupants of the development.

10.3 The points made in the representations received have been carefully considered, none of the points raised offer sufficient reasoning or justification to part with the development plan in this instance.

## **11.0 RECOMMENDATION**

**APPROVE** subject to completion of a Section 106 Agreement relating to the following:

- Financial contribution of £140,000 towards the cost of the construction of safe pedestrian and cycle links between the site and Cambridge North Station payable on commencement
- Financial contribution of £26,000 towards the provision of cycleway improvements between Moss Bank and Fallowfields
- Financial contribution of £10,000 towards the cost of membership of and support from the Travel Plan Plus Scheme for the Development.

and the following conditions:

### **Standard time**

01. 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.

### **Approved Plans**

02. 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.

## **Construction Hours**

03. 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)

## **Materials**

04. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details including samples of the materials to be used in the construction of the external surfaces shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate (Cambridge Local Plan 2018 policies 55 and 57).

## **Hard and soft landscaping**

05. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development (Cambridge Local Plan 2014 Draft for Adoption; Policies 55, 57 and 59).

### **Boundary treatment**

06. No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatments to be erected. The boundary treatment shall be completed before the use hereby permitted is commenced and retained thereafter. Development shall be carried out in accordance with the approved details.

Reason: To ensure an appropriate boundary treatment is implemented (Cambridge Local Plan 2014 Draft for Adoption; Policies 55, 57 and 59).

### **Surface water disposal**

07. Development shall not begin until a scheme for surface water disposal has been submitted to and approved in writing by the Local Planning Authority. Infiltration systems shall only be used where it can be demonstrated that they will not pose a risk to groundwater quality. The development shall be carried out in accordance with the approval details. No drainage systems for the infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses (National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency's approach to groundwater protection).

## **Surface water drainage**

08. No development hereby permitted shall be commenced until a surface water drainage scheme for the site, based on sustainable drainage principles and in accordance with Cambridge City Council local plan policies, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is occupied.

The scheme shall be based upon the principles within the agreed Drainage Strategy Statement prepared by Ingleton Wood (ref: 304549) dated January 2019 and shall also include:

- a) Details of the existing surface water drainage arrangements including runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;
- b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change) , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with a schematic of how the system has been represented within the hydraulic model;
- c) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;
- d) A plan of the drained site area and which part of the proposed drainage system these will drain to;
- e) Full details of the proposed attenuation and flow control measures;
- f) Site Investigation and test results to confirm infiltration rates;
- g) Temporary storage facilities if the development is to be phased;
- h) A timetable for implementation if the development is to be phased;
- i) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
- j) Full details of the maintenance/adoption of the surface water drainage system;
- k) Measures taken to prevent pollution of the receiving groundwater and/or surface water

- l) Formal agreement from a third party if discharging into their system is proposed, including confirmation (and evidence where appropriate) that sufficient capacity is available.

The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF PPG

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development (in accordance with Cambridge Local Plan 2018 policy 85).

### **Submission of Preliminary Contamination Assessment**

09. Prior to the commencement of the development (or phase of) or investigations required to assess the contamination of the site, the following information shall be submitted to and approved in writing by the local planning authority:

- (a) Desk study to include:
  - Detailed history of the site uses and surrounding area (including any use of radioactive materials)
  - General environmental setting.
  - Site investigation strategy based on the information identified in the desk study.
- (b) A report setting out what works/clearance of the site (if any) is required in order to effectively carry out site investigations.

Reason: To adequately categorise the site prior to the design of an appropriate investigation strategy in the interests of environmental and public safety in accordance with Cambridge Local Plan 2018 policy 33.

### **Submission of site investigation report and remediation strategy**

10. Prior to the commencement of the development (or phase of) with the exception of works agreed under condition 9 and in accordance with the approved investigation strategy agreed under clause (b) of condition 9, the following shall be submitted to and approved in writing by the local planning authority:

- (a) A site investigation report detailing all works that have been undertaken to determine the nature and extent of any contamination, including the results of the soil, gas and/or water analysis and subsequent risk assessment to any receptors
- (b) A proposed remediation strategy detailing the works required in order to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters. The strategy shall include a schedule of the proposed remedial works setting out a timetable for all remedial measures that will be implemented.

Reason: To ensure that any contamination of the site is identified and appropriate remediation measures agreed in the interest of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

### **Implementation of remediation**

- 11. Prior to the first occupation of the development (or each phase of the development where phased) the remediation strategy approved under clause (b) to condition 10 shall be fully implemented on site following the agreed schedule of works.

Reason: To ensure full mitigation through the agreed remediation measures in the interests of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

### **Completion report**

- 12. Prior to the first occupation of the development (or phase of) hereby approved the following shall be submitted to, and approved by the local planning authority.
  - (a) A completion report demonstrating that the approved remediation scheme as required by condition 10 and implemented under condition 11 has been undertaken and that the land has been remediated to a standard appropriate for the end use.
  - (b) Details of any post-remedial sampling and analysis (as defined in the approved material management plan) shall be included in the completion report along with all information concerning materials brought onto, used, and removed from the development. The information provided must demonstrate that the site has met the required clean-up criteria.

Thereafter, no works shall take place within the site such as to prejudice the effectiveness of the approved scheme of remediation.

Reason: To demonstrate that the site is suitable for approved use in the interests of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

### **Material Management Plan**

13. Prior to importation or reuse of material for the development (or phase of) a Materials Management Plan (MMP) shall be submitted to and approved in writing by the Local Planning Authority. The MMP shall:
- a) Include details of the volumes and types of material proposed to be imported or reused on site
  - b) Include details of the proposed source(s) of the imported or reused material
  - c) Include details of the chemical testing for ALL material to be undertaken before placement onto the site.
  - d) Include the results of the chemical testing which must show the material is suitable for use on the development
  - e) Include confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development.

All works will be undertaken in accordance with the approved document.

Reason: To ensure that no unsuitable material is brought onto the site in the interest of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

### **Unexpected contamination**

14. If unexpected contamination is encountered whilst undertaking the development which has not previously been identified, works shall immediately cease on site until the Local Planning Authority has been notified and/or the additional contamination has been fully assessed and remediation approved following steps (a) and (b) of condition above. The approved remediation shall then be fully implemented under condition 11

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

### **Plant Noise**

15. Before the development/use hereby permitted is occupied, 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: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 35).

### **Collections/Delivery hours**

16. 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).

### **Vibration/ Construction noise**

17. No development shall commence (including any pre-construction, demolition, enabling works or piling), until a written report, regarding the demolition / construction noise and vibration impact associated with this development, has been submitted to and approved in writing by the Local Planning Authority. The report shall be in accordance with the provisions of BS 5228:2009 Code of Practice for noise and vibration control on construction and open sites and include full details of any piling and mitigation measures to be taken to protect local residents from noise and or vibration. The development shall be carried out in accordance with the approved details only.

Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 35)

### **Artificial lighting**

18. Prior to the occupation of the development, hereby permitted, or the commencement of the use, an artificial lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of any artificial lighting of the site and an artificial lighting impact assessment with predicted lighting levels at the nearest light sensitive receptors. Artificial lighting on and off site must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals Guidance Notices for the Reduction of Obtrusive Light - GN01:2011 (or as superseded).

The approved lighting scheme shall be installed, retained and operated in accordance with the approved details / measures unless the Local Planning Authority gives its written consent to any variation.

Reason: In the interests of amenity. (Cambridge Local Plan 2018 policies 34 and 59)

### **Noise and Vibration**

19. In the event of the foundations for the proposed development requiring piling, prior to the development taking place, other than demolition, the applicant shall provide the local authority with a report / method statement for approval detailing the type of piling and mitigation measures to be taken to protect local residents from noise and/or vibration. Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted in accordance with the provisions of BS 5228-1&2:2009 Code of Practice for noise and vibration control on construction and open sites. Development shall be carried out in accordance with the approved details.

Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

Reason: To protect the amenity of the adjoining properties (Cambridge Local Plan 2018 policy 35).

## **Dust**

20. No development shall commence until a programme of measures to minimise the spread of airborne dust from the site during the demolition / construction period has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

Reason: To protect the amenity of nearby properties Cambridge Local Plan 2018 policy 36.

## **Mechanical Ventilation**

- 21 (i) The office building hereby approved shall not be naturally ventilated and all external windows shall be non-openable windows and completely sealed.

(ii) Prior to the commencement of development, details of the design, operation and maintenance of a mechanical ventilation system with odour abatement / filtration for the building, for the purposes of extraction, abatement and filtration of odours associated with the nearby Cambridge Water Recycling Centre / wastewater treatment works of Cowley Road, shall be submitted to and approved in writing by the local planning authority. The details shall include the location of system air intake / supply and outlet / discharge points, specifications and drawings (including location plans) for the odour abatement / filtration control technology to be installed, and an Odour Management Plan for the building, which shall incorporate full details of the maintenance and repair requirements for the odour abatement / filtration control system.

The approved ventilation extraction with odour abatement and filtration system details / scheme and Odour Management Plan shall be installed / implemented before the use hereby permitted is commenced and shall thereafter be retained as such.

Reason: To protect the amenity of future occupiers of the building and ensure the proposed development would not be adversely affected by the continued operation of the existing Water Recycling Centre / wastewater treatment works of Cowley Road in accordance with the requirements of the National Planning Policy Framework (NPPF), policy 36: Air quality, odour and dust of the Cambridge Local Plan 2018 and Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan, adopted 22 February 2012 / Cambridgeshire and Peterborough Minerals and Waste Core Strategy Development Plan Document, adopted 19th July 2011.

### **Low NOx boilers**

22. The development hereby approved shall utilise low Nitrogen of Oxides (NOx) boilers, i.e., boilers that meet a dry NOx emission rating of 40mg/kWh, to minimise emissions from the development that may impact on air quality.

Details of the boilers shall be submitted to the local planning authority for approval prior to installation.

A manufacturers NOx emission test certificate or other evidence to demonstrate that every installed boiler meets the approved emissions standard shall be submitted to and approved by the local planning authority. The details shall demonstrate compliance with the agreed emissions limits. The scheme as approved shall be fully carried out in accordance with the approved details before first occupation and shall be thereafter retained.

Reason: To protect local air quality and human health by ensuring that the production of air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the lifetime of the development, to contribute toward National Air Quality Objectives and accords with the requirements of the National Planning Policy Framework (NPPF), policy 36 of the Cambridge Local Plan 2018 and in accordance with Cambridge City Councils adopted Air Quality Action Plan (2018).

### **EV charging**

23. No development shall commence until details of a scheme for the provision / installation of either:

- i. One Rapid Electric Vehicle (EV) charge point for each 1,000m<sup>2</sup> non-residential floorspace, in the first instance  
or
- ii. One Fast EV charge point for each 1,000m<sup>2</sup> non-residential floorspace, if a Rapid charge point is not technically feasible to dedicated car parking spaces for exclusive use by electric vehicles, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be installed / provided in accordance with the approved details prior to the first occupation of the development and shall be maintained and retained thereafter.

Reason: In the interests of encouraging more sustainable forms of travel/transport and to reduce the impact of development on local air quality, in accordance with the National Planning Policy Framework (NPPF), Policy 36 of the Cambridge Local Plan (2018) and in accordance with Cambridge City Councils adopted Air Quality Action Plan (2018).

## **BREEAM 1**

- 24. Within 6 months of commencement of development, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM 'excellent' as a minimum will be met, with a minimum of 4 credits for Wat01. Where the interim certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall be submitted identifying how the shortfall will be addressed. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28).

## **BREEAM 2**

25. Prior to the occupation of the buildings hereby permitted, or within 6 months of occupation, a BRE issued post Construction Certificate shall be submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28).

## **Travel Plan**

26. No occupation of the building shall commence until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall specify the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking. The Travel Plan shall be implemented as approved upon the occupation of the development and monitored in accordance with details to be agreed in writing by the Local Planning Authority.

Reason: In the interests of encouraging sustainable travel to and from the site (Cambridge Local Plan 2018, policies 80 and 81).

## **Car Parking Management Plan**

27. The development hereby permitted shall not be occupied until a Car Parking Management Plan - which sets out the allocation of parking spaces and details for the future control & monitoring of parking within the car park - shall be submitted to and approved by the local planning authority. The development shall be carried out thereafter in accordance with the approved details Car Parking Management Plan.

Reason: To ensure that parking management of the site is consistent with the proposed parking strategy for the application site and the remaining Coulson site (Cambridge Local Plan 2018 policies 27, 56 and 81).

### **Cycle Parking Store**

28. No development shall commence until such time as the detailed design of the proposed cycle store has been submitted to and approved in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved details.

Reason: To ensure that the details of development are acceptable. (Cambridge Local Plan 2018, policies 55 and 57).

### **Glass Types**

29. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details of glass type(s) to be used in curtain walling/windows/doors or other glazed features shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate (Cambridge Local Plan 2018 policies 55 and 57).

### **Sample Panel**

30. Before starting any brick/stone work, a sample panel of the facing materials to be used shall be erected on site to establish the detail of bonding, coursing and colour and type of jointing and shall be agreed in writing with the local planning authority. The quality of finish and materials incorporated in any approved sample panel(s), which shall not be demolished prior to completion of development, shall be maintained throughout the development.

Reason: In the interests of visual amenity and to ensure that the quality and colour of the detailing of the brickwork/stonework and jointing is acceptable and maintained throughout the development (Cambridge Local Plan 2018 policies 55 and 57).

### **Roof mounted equipment**

31. Prior to the commencement of installation of any roof mounted equipment, full details of all solar panels [water pre-heat, etc.] and/or photovoltaic cells, including type, dimensions, materials, location,

fixing, etc. shall be submitted to and approved in writing by the local planning authority. In bringing forward such details the applicant is reminded of the restrictions imposed on the height of buildings under the outline planning approval and encouraged to site such features so as not to be visible from ground level. The development shall be carried out in accordance with the approved details.

Reason: In the interests of the visual amenity of the streetscene (Cambridge Local Plan 2018 policies 55 and 57).

### **Rooftop Plant**

32. No rooftop plant shall be constructed on the building hereby approved until such time as full details, to a large scale, of any rooftop plant screening systems to be installed, where relevant, have been submitted to and approved in writing by the local planning authority. This may include the submission of samples of mesh/louvre types and the colour(s) of the components. Colour samples should be identified by the RAL or BS systems. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the details of development are acceptable (Cambridge Local Plan 2018 policies 55 and 57).

## **INFORMATIVES**

### **INFORMATIVE: Site Investigation Informative**

The site investigation, including relevant soil, soil gas, surface and groundwater sampling should be carried out by a suitably qualified and accredited consultant/contractor in accordance with a quality assured sampling, analysis methodology and relevant guidance. The Council has produced a guidance document to provide information to developers on how to deal with contaminated land. The document, 'Contaminated Land in Cambridge- Developers Guide' can be downloaded from the City Council website on <https://www.cambridge.gov.uk/land-pollution>. Hard copies can also be provided upon request

### **INFORMATIVE: Remediation Works Informative**

Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance.

### **INFORMATIVE: Materials Chemical Testing Informative**

Any material imported into the site shall be tested for a full suite of contaminants including metals and petroleum hydrocarbons prior to importation. Material imported for landscaping should be tested at a frequency of 1 sample every 20m<sup>3</sup> or one per lorry load, whichever is greater. Material imported for other purposes can be tested at a lower frequency (justification and prior approval for the adopted rate is required by the Local Authority). If the material originates from a clean source the developer should contact the Environmental Quality Growth Team for further advice.

### **INFORMATIVE: Demolition/Construction noise/vibration report**

The noise and vibration report should include:

- a) An assessment of the significance of the noise impact due to the demolition/construction works and suitable methods for this are to be found in BS 5228:2009 Part 1 Annex E - Significance of noise effects. It is recommended that the ABC method detailed in E.3.2 be used unless works are likely to continue longer than a month then the 2-5 dB (A) change method should be used.
- b) An assessment of the significance of the vibration impact due to the demolition/construction works and suitable methods for this are to be found in BS 5228:2009 Part 2 Annex B - Significance of vibration effects.

### **INFORMATIVE: Dem/Con noise/vibration informative**

If piling is to be undertaken then full details of the proposed method to be used is required and this should be included in the noise and vibration reports detailed above. Following the production of the above reports a monitoring protocol should be proposed for agreement with the Local Planning Authority. It will be expected that as a minimum spot checks to be undertaken on a regular basis at site boundaries nearest noise sensitive premises and longer term monitoring to be undertaken when:-

- Agreed target levels are likely to be exceeded
- Upon the receipt of substantiated complaints
- At the request of the Local Planning Authority / Environmental Health following any justified complaints.

Guidance on noise monitoring is given in BS 5228:2009 Part 1 Section 8.4 - Noise Control Targets and in Annex G - noise monitoring.

A procedure for seeking approval from the Local Planning Authority (LPA) in circumstances when demolition/construction works need to be carried out at times outside the permitted hours. This should incorporate a minimum notice period of 10 working days to the Local Planning Authority and 5 working days to neighbours to allow the Local Planning Authority to consider the application as necessary. For emergencies the Local Planning Authority should be notified but where this is not possible the Council's Out of Hours Noise service should be notified on 0300 303 3839.

Contact details for monitoring personnel, site manager including out of hours emergency telephone number should be provided.

### **INFORMATIVE: Plant sound insulation informative**

To satisfy the plant sound insulation condition, 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 sound 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 prevent unreasonable 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 an acoustic 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 an acoustic assessment as described within this informative.

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

#### **INFORMATIVE: Odour informative**

To satisfy the odour monitoring condition, the Council expects that the methodology for the odour monitoring and modelling is approved by the Local Planning Authority prior to being carried out. Assessments should be made in accordance with the H4: Odour management guidance (EA, 2001) and the "Guidance on the Assessment of Odour for Planning (Institute of Air Quality Management (IAQM), 2014).

#### **INFORMATIVE: Dust condition informative**

To satisfy the condition requiring the submission of a program of measures to control airborne dust above, the applicant should have regard to:

- Council's Supplementary Planning Document - "Sustainable Design and Construction 2007":

- <http://www.cambridge.gov.uk/public/docs/sustainable-design-and-construction-spd.pdf>

- Guidance on the assessment of dust from demolition and construction

[http://iaqm.co.uk/wp-content/uploads/guidance/iaqm\\_guidance\\_report\\_draft1.4.pdf](http://iaqm.co.uk/wp-content/uploads/guidance/iaqm_guidance_report_draft1.4.pdf)

- Air Quality Monitoring in the Vicinity of Demolition and Construction Sites 2012:

[http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring\\_construction\\_sites\\_2012.pdf](http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring_construction_sites_2012.pdf)

-Control of dust and emissions during construction and demolition - supplementary planning guidance:

[https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014\\_0.pdf](https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014_0.pdf)

### **INFORMATIVE: Surface Water Drainage**

All surface water from roofs shall be piped direct to an approved surface water system using sealed downpipes. Open gullies should not be used. Surface Water Drainage and Infiltration Sustainable Drainage Systems (SuDS). The proposals will need to comply with our Groundwater protection position statements G1 and G9 to G13. Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer.

### **INFORMATIVE: Foul Water Drainage**

An acceptable method of foul drainage disposal would be connection to the public foul sewer. Anglian Water Services Ltd. should be consulted by the Local Planning Authority and be requested to demonstrate that the sewerage and sewage disposal systems serving the development have sufficient capacity to accommodate the additional flows, generated as a result of the development, without causing pollution or flooding. If there is not capacity in either of the sewers, the Agency must be reconsulted with alternative methods of disposal. The applicant must ensure that there is no discharge of effluent from the site to any watercourse or surface water drain or sewer.

### **INFORMATIVE: Pollution Prevention**

Surface water from roads and impermeable vehicle parking areas shall be discharged via trapped gullies. Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from lorry parks and/or parking areas for fifty car park spaces or more and hardstandings should be passed

through an oil interceptor designed compatible with the site being drained. Roof water shall not pass through the interceptor.

Notwithstanding the provision of the Town and Country Planning General Permitted Development Order 1995 (or any order revoking or re-enacting that Order), any oil storage tank shall be sited on an impervious base and surrounded by oil tight bunded walls with a capacity of 110% of the storage tank, to enclose all filling, drawing and overflow pipes. The installation must comply with Control of Pollution Regulations 2001 and Control of Pollution (Oil Storage) Regulations 2001. Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.

## JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Joint Director of Planning and Economic Development

Date: 19<sup>th</sup> June 2018

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<b>Application Number</b>	19/0523/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	18 <sup>th</sup> April 2019	<b>Officer</b>	Aaron Coe
<b>Target Date</b>	21st June 2019 (Extension of Time)		
<b>Parishes/Wards</b>	Trumpington		
<b>Site</b>	10 Lapwing Avenue, Trumpington, Cambridge, CB2 9AN.		
<b>Proposal</b>	Second floor side extension to three storey dwelling.		
<b>Applicant</b>	Mr P Socha		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"><li>• The proposal would not have any significant adverse impacts on the neighbouring properties in terms of loss of light, enclosure, loss of privacy or noise and disturbance.</li><li>• The proposal respects the existing building in scale and form.</li><li>• The proposal would not impact existing car parking arrangements.</li><li>• The proposal would retain an acceptable amount of outdoor amenity space for future occupiers.</li></ul>
RECOMMENDATION	APPROVAL

### 1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site is an end of terrace residential property situated on the southern side of Lapwing Avenue.

1.2 It is a part of the Skanska residential scheme within the Clay Farm development site which was granted planning permission under application reference 11/0698/REM in 2011.

1.3 The site is not currently within a Conservation Area.

## **2.0 THE PROPOSAL**

2.1 Full planning permission is sought for the erection of a second floor extension to create an additional bedroom. The extension will be formed on part of the existing terrace area, measuring 4 metres in width and 4.5 metres in depth. The proposal seeks to retain a terrace space with a depth of 3 metres and width of 3.5 metres.

2.2 The materials proposed include zinc cladding to match the appearance of the existing projecting oriel window on the eastern elevation and obscure glazing on the rear, with an obscure glazed corner to corner window on the east elevation.

2.3 The application is accompanied by the following supporting information:

1. Design Statement
2. Drawings

2.4 The application proposals were the subject of pre-application advice following the refusal of application 16/1324/FUL for the following reason: *'The proposed extension, by reason of its location on the second floor (third level) of the existing dwelling and its height and volume in relation to the wider street scene, would result in significant harm to the overall character and appearance of the Seven Acres development. This is because the articulation, recesses and upper level terraces are important features of the originally designed scheme. The development would also result in a harmful precedent, with pressure for similar extensions on the upper levels of the Seven Acres estate likely to result. As such, the application proposal fails to successfully relate to the existing building form and wider context and is contrary to Cambridge Local Plan policies 3/4 and 3/14.'*

2.5 The application proposals accord with the pre-application advice offered.

### **3.0 SITE HISTORY**

16/1324/FUL	Second floor extension, including window in roof	Refused 17.10.2016
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### **4.0 PUBLICITY**

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

### **5.0 POLICY**

#### **5.1 Central Government Advice**

National Planning Policy Framework 2019  
Planning Practice Guidance 2014  
Circular 11/95 – The Use of Conditions in Planning Permissions (Annex A)

#### **5.2 Cambridge Local Plan 2018**

Policy 1: Presumption in favour of sustainable development  
Policy 55: Responding to context  
Policy 56: Creating successful places  
Policy 58: Altering and extending existing buildings

#### **5.3 City Wide Guidance**

Cambridge City Council (May 2007) – Sustainable Design and Construction:

### **6.0 CONSULTATIONS**

**Cambridgeshire County Council (Highways Development Control)**

6.1 No comment on the behalf of the Highway Authority.

#### **Urban Design**

6.2 Detailed comments provided. Following the previously refused application the applicant has made significant alterations to the proposal. The previous concerns have been addressed by creating an addition that is now clearly subservient to the existing

dwelling achieved by setting front elevation back from the existing building line. The proposal extension uses the same materials, and detailing as the existing zinc clad oriel window on the east elevation of the dwelling. The proposals are considered to respect the character and appearance of the existing dwelling and it is not considered that the addition will be harmful to the balance of the terrace nor the streetscene. Recommends condition to ensure matching materials.

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

- 29 Raeburn House
- 41 Raeburn House
- 42 Raeburn House
- 26 Kingfisher Gardens
- 9 Lapwing Avenue

- 7.2 The representations can be summarised as follows:

- The reasons for the previous refusal (16/1324/FUL) remain valid.
- The approval of this application will set a precedent.
- The proposed development will be out of character with surrounding properties.
- Concerns over car parking and traffic issues.
- All Seven Acres properties have restrictive covenants.
- Overlooking of rear gardens
- Proposed materials will not match existing
- Visual impact of the proposal on the street scene

- 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 The proposed development involves the creation of one additional bedroom through the conversion of part of the existing terrace space. The principle of altering and extending residential properties is supported by Policy 58 of the Cambridge Local Plan (2018). This is a different local plan context from that under which the previous scheme was considered.
- 8.2 Policy 58 of the 2018 Local Plan recognises that over time residential developments may require alterations to meet the needs of the occupiers. It advises that subject to their careful design, and not having an adverse impact on the surrounding character or neighbouring amenity, extensions to dwellings should be supported. These issues are considered in further detail below.

### **Context of site, design and external spaces**

- 8.3 The key design issue is the design and appearance of the extension.
- 8.4 The Skanska (Seven Acres) development is characterised by a series of terraces. The previous application which was refused in 2016 (application reference 16/1324/FUL) proposed the conversion of the entire terrace space on the second floor into living accommodation. This proposal involved the addition of significant mass to the front elevation of the property and was considered to have adverse impacts on the street scene and the overall character of the development.
- 8.5 Following the previously refused application the applicant has engaged in pre application dialogue with the Local Planning Authority and made significant alterations to the proposal. The officer site visit confirmed that the proposed development will be subservient to the existing dwelling and set back from the front elevation. It is acknowledged that the extension will be visible from the street scene and will have some impact on the existing symmetry of the built form. However, this visual impact is not considered significant enough to warrant a refusal of the application on these grounds.

- 8.6 Officers note that the previous application (16/1324/FUL) was refused for reasons relating to the requirements of the Clay Farm Design Code to retain consistent and regular rooflines along the terraces within this area. In considering the updated application proposals, the material choices and design which includes setting back the extension are considered to overcome the previous concerns. In reaching this decision regard has been given to the consultation advice received from Cambridge City Council Urban Design team.
- 8.7 A contemporary zinc cladding is the material proposed for the extension. The proposed material will match the existing large projecting window on the eastern elevation. This is considered acceptable and an appropriately worded condition will be added to ensure the proposed materials used will match the existing (Condition 3).
- 8.8 On the basis of the assessment above, the proposal is considered acceptable in terms of design and visual appearance, and in accordance with Cambridge Local Plan (2018) policies 55, 56 and 58.

### **Residential Amenity**

- 8.9 The proposed development involves a full height obscure glazing feature on the rear elevation and an obscure glazed corner feature on the east elevation. This element respects the privacy of both the existing caravan site to the rear and the neighbouring properties.
- 8.10 An openable slit window is proposed on the rear elevation adjacent to No. 9 Lapwing Avenue. Given the indirect angle of this outlook into the rear garden of No.9 and the existing situation (where some degree of mutual overlooking is characteristic across the Clay Farm development), officers are of the view that the proposal will not result in any additional harm to neighbouring amenity.
- 8.11 Due to the scale of the proposed extension and orientation of the property, officers are satisfied that there will be no overshadowing issues associated with the proposed development.
- 8.12 In terms of the provision of outdoor amenity space, the proposed extension is to be built on part of existing terrace space. Such

terraces are key amenity features across the Skanska development. The retained terrace measures 3m deep and 3.5m wide. This is considered to be adequate provision of amenity space.

- 8.13 On the basis of the above evaluation, officers are satisfied that the development proposals are acceptable with regard to residential amenity, and in compliance with Cambridge Local Plan 2018 policies 55, 56 and 58.

### **Highway Safety and Car Parking**

- 8.14 The proposed development does not involve any alterations to existing car parking arrangements (two allocated car parking spaces). The proposal is in accordance with Cambridge Local Plan 2018 car parking standards (Appendix L). Cambridgeshire County Council Highways Engineer has assessed the proposed development and has raised no objections on behalf of the Highway Authority.

### **Third Party Representations**

- 8.15 The majority of the third party representations have been considered above. The existence of private covenants across the Skanska (Seven Acres) development is noted. This is not a material planning consideration and not relevant to the assessment of the application proposals.

## **9.0 RECOMMENDATION**

**APPROVE** planning permission, 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 development shall take place until samples of the external materials to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55, 57).

4. 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).