

<b>Application Number</b>	12/0255/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	24th February 2012	<b>Officer</b>	Miss Catherine Linford
<b>Target Date</b>	20th April 2012		
<b>Ward</b>	Romsey		
<b>Site</b>	Former Greyhound Public House 93 Coldhams Lane Cambridge CB1 3EN		
<b>Proposal</b>	Demolition of existing buildings and erection of premises for B1/B2/B8 use including trade counters with associated access, parking and landscaping.		
<b>Applicant</b>	c/o Agent		

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

- 1.1 The Greyhound Public House is situated on the northern side of Coldhams Lane, and essentially stands at the boundary between an industrial area and a residential area. Directly adjacent to the site to the west is Coldhams Road Industrial Estate, with the Coral Park Trading Estate to the west of this on the opposite side of the railway line. Directly adjacent to the site to the east is Coldhams Common. On the opposite side of Coldhams Lane to the south are industrial buildings, with the Beehive Centre is on the opposite side of the railway line. To the southeast of the site there are residential properties.
- 1.2 The site is not within a Conservation Area and there are no tree protection orders on the site. The site is not within the controlled parking zone.

## **2.0 THE PROPOSAL**

- 2.1 Full planning permission is sought to demolish the building and replace with a building, which will provide two commercial units in B1/B2/B8 Use, including trade counters.

- 2.2 The common boundary between the site and the Coldhams Lane Industrial Estate is angled away from the site, and the proposed building will abut the common boundary with the Industrial Estate at the front but would stand 1m from the boundary at the rear. The building would stand 5m further forward than the neighbouring building on the Industrial Estate (unit 7) and would be 8m in height to the eaves rising to 9.3m in height to the ridge. The building would be of a standard industrial design, clad in rendered panels, with a pitched roof.
- 2.3 A car parking area for customers would be situated at the front of the site, with staff parking to the rear. A delivery bay would be located on the eastern side of the building. Cycle parking would be provided at the front of the site.
- 2.4 The application is accompanied by the following supporting information:
1. Design and Access Statement
  2. Planning Statement
  3. Transport Statement

### **3.0 SITE HISTORY**

<b>Reference</b>	<b>Description</b>	<b>Outcome</b>
11/1051/CLUED	Application for a Certificate of Lawfulness under section 191 for use of building for either A1, A2, A3 or A4 use.	Granted

### **4.0 PUBLICITY**

4.1 Advertisement:	No
Adjoining Owners:	Yes
Site Notice Displayed:	No
Public Meeting/Exhibition (meeting of):	No
DC Forum (meeting of):	No

### **5.0 POLICY**

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

**National Planning Policy Framework (July 2011)**

The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for England. These policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.

The NPPF includes a set of core land use planning principles that should underpin both plan making and development management (precised form):

- 1. planning should be genuinely plan-led**
- 2. planning should proactively drive and support the development and the default answer to development proposals should be “yes” , except where this would compromise the key sustainable development principles set out in the Draft NPPF**
- 3. planning decisions should take into account local circumstances and market signals such as land prices, commercial rents and housing affordability and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business community**
- 4. planning decisions for future use of land should take account of its environmental quality or potential quality regardless of its previous or existing use**
- 5. planning decisions should seek to protect and enhance environmental and heritage assets and allocations of land for development should prefer land of lesser environmental value**
- 6. mixed use developments that create more vibrant places, and encourage multiple benefits from the use of land should be promoted**
- 7. the reuse of existing resources, such as through the conversion of existing buildings, and the use of renewable resources should be encouraged**
- 8. planning decisions should actively manage patterns of growth to make the fullest use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable**
- 9. planning decisions should take account of and support local strategies to improve health and wellbeing for all**

**10. planning decisions should always seek to secure a good standard of amenity for existing and future occupants of land and buildings.**

The NPPF states that the primary objective of development management is to foster the delivery of sustainable development, not to hinder or prevent development.

**5.2 Circular 11/95 – The Use of Conditions in Planning Permissions:** Advises that conditions should be necessary, relevant to planning, relevant to the development permitted, enforceable, precise and reasonable in all other respects.

**5.3 Circular 05/2005 - Planning Obligations:** Advises that planning obligations must be relevant to planning, necessary, directly related to the proposed development, fairly and reasonably related in scale and kind and reasonable in all other respect.

**Community Infrastructure Levy Regulations 2010** – places a statutory requirement on the local authority that where planning permission is dependent upon a planning obligation the obligation must pass the following tests:

(a) necessary to make the development acceptable in planning terms;

(b) directly related to the development; and

(c) fairly and reasonably related in scale and kind to the development.

**5.4 Cambridge Local Plan 2006**

3/1 Sustainable development

3/4 Responding to context

3/7 Creating successful places

3/11 The design of external spaces

3/12 The design of new buildings

4/1 Green belt

4/3 Safeguarding features of amenity or nature conservation value

4/6 Protection of sites of local nature conservation importance

4/13 Pollution and amenity

7/1 Employment provision

7/2 Selective management of the economy

- 8/2 Transport impact
- 8/6 Cycle parking
- 8/9 Commercial vehicles and servicing
- 8/10 Off-street car parking

## 5.5 **Supplementary Planning Documents**

**Cambridge City Council (May 2007) – Sustainable Design and Construction:** Sets out essential and recommended design considerations of relevance to sustainable design and construction. Applicants for major developments are required to submit a sustainability checklist along with a corresponding sustainability statement that should set out information indicated in the checklist. Essential design considerations relate directly to specific policies in the Cambridge Local Plan 2006. Recommended considerations are ones that the council would like to see in major developments. Essential design considerations are urban design, transport, movement and accessibility, sustainable drainage (urban extensions), energy, recycling and waste facilities, biodiversity and pollution. Recommended design considerations are climate change adaptation, water, materials and construction waste and historic environment.

- 5.6 **Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document February 2012:** The Design Guide provides advice on the requirements for internal and external waste storage, collection and recycling in new residential and commercial developments. It provides advice on assessing planning applications and developer contributions.

## 5.7 **Material Considerations**

### **Central Government Guidance**

#### **Letter from Secretary of State for Communities and Local Government (27 May 2010)**

The coalition government is committed to rapidly abolish Regional Strategies and return decision making powers on housing and planning to local councils. Decisions on housing supply (including the provision of travellers sites) will rest with

Local Planning Authorities without the framework of regional numbers and plans.

**Written Ministerial Statement: Planning for Growth (23 March 2011)**

Includes the following statement:

When deciding whether to grant planning permission, local planning authorities should support enterprise and facilitate housing, economic and other forms of sustainable development. Where relevant and consistent with their statutory obligations they should therefore:

(i) consider fully the importance of national planning policies aimed at fostering economic growth and employment, given the need to ensure a return to robust growth after the recent recession;

(ii) take into account the need to maintain a flexible and responsive supply of land for key sectors, including housing;

(iii) consider the range of likely economic, environmental and social benefits of proposals; including long term or indirect benefits such as increased consumer choice, more viable communities and more robust local economies (which may, where relevant, include matters such as job creation and business productivity);

(iv) be sensitive to the fact that local economies are subject to change and so take a positive approach to development where new economic data suggest that prior assessments of needs are no longer up-to-date;

(v) ensure that they do not impose unnecessary burdens on development.

In determining planning applications, local planning authorities are obliged to have regard to all relevant considerations. They should ensure that they give appropriate weight to the need to support economic recovery, that applications that secure sustainable growth are treated favourably (consistent with policy in PPS4), and that they can give clear reasons for their decisions.

## **City Wide Guidance**

**Cambridge and South Cambridgeshire Strategic Flood Risk Assessment** - in November 2010 the Cambridge and South Cambridgeshire Level 1 Strategic Flood Risk Assessment (SFRA) was adopted by the City Council as a material consideration in planning decisions. The SFRA is primarily a tool for planning authorities to identify and evaluate the extent and nature of flood risk in their area and its implications for land use planning.

**Strategic Flood Risk Assessment (2005)** – Study assessing the risk of flooding in Cambridge.

**Cambridge and Milton Surface Water Management Plan (2011)** – A SWMP outlines the preferred long term strategy for the management of surface water. Alongside the SFRA they are the starting point for local flood risk management.

## **6.0 CONSULTATIONS**

### **Cambridgeshire County Council (Engineering)**

- 6.1 No Objection: The level of vehicle traffic generated during peak hours would have minimal impact on the junction of Coldhams Road/Coldhams Lane/Cromwell Road. The internal layout though cramped in terms of service vehicle manoeuvring is adequate.

### **Head of Environmental Services**

- 6.2 No objection: Conditions recommended relating to demolition/construction hours, dust suppression, noise insulation, and deliveries during demolition/construction. An informative is recommended relating to contaminated land.
- 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:

- 101 Coldhams Lane
- 17 Romsey Road
- Whitlocks, High Street, Trumpington
- Cambridge Past Present and Future

7.2 The representations can be summarised as follows:

- All applications to redevelop Public Houses should be considered as premature while a report on the City's Public Houses, and recommendations on changes to planning policy, is being compiled by consultants.
- In the right hands, the pub could be a successful business and a community asset if it was sold on the open market.
- NPFF – paragraph 70 states that Public Houses are classed as 'social, recreational and cultural facilities' and the planning authorities should 'guard against' their unnecessary loss.
- This is extended the industrial area into a residential area.
- The site is a major focal point as the design of the proposed building is not good enough.
- If the application is granted, there should be significant landscaping at the front of the site.
- If the application is granted, provision should be made to improve the Cromwell Road/Coldhams Lane junction by making it pedestrian and cycle friendly.
- The vehicle access to the site could be better if the proposed building was relocated.

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**

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

1. Principle of development
2. Context of site, design and external spaces
3. Refuse arrangements



4. Car and cycle parking
5. Third party representations

## **Principle of Development**

### Loss of a Public House

- 8.2 The Cambridge Local Plan (2006) defines community facilities as uses falling within Class D1 (non-residential institutions) of the Use Classes Order, with the exception of university teaching accommodation. This Use Class includes health centres, museums and libraries, and other similar uses. In addition, the following subcategories of Class C2 (residential institutions) of the Use Classes Order are considered to be community facilities: hospitals, residential schools, colleges or training centres.
- 8.3 A Public House falls within Class A4 of the Use Classes Order, and is not therefore considered to be a community facility. Therefore, policy 5/11 (which protects community facilities) is not applicable and could not be used to justify refusal. There are no policies in the Cambridge Local Plan (2006), which protect Public Houses outside Local Centres.
- 8.4 Paragraph 70 of the National Planning Policy Framework (NPPF) states that 'to deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should...plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments; and...guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs.
- 8.5 This gives Local Planning Authorities scope to refuse applications involving the loss of a Public House, when the Public House meets a local need. The Greyhound Public House has been closed from some time, and is situated on the edge of an industrial area and a residential area, with Coldhams Lane separating the two. The Public House sits on the industrial side of Coldhams Lane, with the busy road segregating the Public House from the residential area. Due to

its positioning, it is my opinion that the Public House is not part of the community, and can not be considered to be a valued facility, which meets the community's day-to-day needs.

### Industrial development

- 8.6 Policy 7/1 of the Cambridge Local Plan (2006) states that proposals for employment development on windfall sites will be permitted subject to the future land supply guidelines, existing land use and compatibility with adjoining uses. The site is on the edge of an industrial area, with industrial buildings directly adjacent to it to the north and west, and on the opposite side of Coldhams Lane to the south. In my opinion, the redevelopment of the site for industrial use would be compatible with adjoining land uses, in principle.
- 8.7 Policy 7/2 of the Cambridge Local Plan (2006) states that employment development proposals will only be permitted if it can be demonstrated that they fall into one or more of the following categories:
- a) The provision of office of office or other development within Use Classes B1(a) providing an essential service for Cambridge as a local or sub-regional centre or exceptionally where there is a proven need for a regional function; or
  - b) High technology and related industries and services within Use Class B1(b) concerned primarily with commercial research and development, which can show a special need to be located close to the Universities or other established research facilities or associated services in the Cambridge Area;
  - c) Other industries within Use Classes B1(c), B2 and B8 on a limited scale, which would contribute to a greater range of local employment opportunities, especially where this takes advantage of, or contributes to, the development of, particular locally based skills and expertise; or
  - d) D1 educational uses and associated sui generis research establishments and academic research institutes that would accord with the provisions of Policy 7/4 where it is the national interest or there is clear supporting evidence of the need for a Cambridge location.

- 8.8 The industrial building proposed would, in my opinion, comply with part c) of policy 7/2 of the Local Plan, as the application proposes industrial use at a limited scale.
- 8.9 In my opinion, the principle of the development is acceptable and in accordance with policies 7/1 and 7/2 of the Cambridge Local Plan (2006).

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

- 8.10 The proposed building would be of a standard industrial design, clad in rendered panels with a pitched roof. The building would be similar in appearance to the neighbouring buildings on the Coldhams Road Industrial Estate, and as the site is within an industrial area, it is my opinion that the proposed building would be in keeping with the surrounding area and appropriate.
- 8.11 The site lies adjacent to Coldhams Common, which is to the east. Coldhams Common is within the Green Belt and is designated as a Site of Local Nature Conservation Importance. The proposed development will not have any detrimental impact on the openness of the Green Belt and will not have any direct detrimental impact on the Site of Local Nature Conservation Importance. However, the development could, potential have an impact on the setting of the Common. Landscaping is proposed at the front of the site, to soften the appearance of the building, and the common boundary between the site and the Common is heavily planted. A 1.8m high close boarded fence is proposed on the boundary. The building will, however, be visible from the Common, and additional planting (such as climbing plants on the building) may be beneficial. I recommend that a landscaping scheme is required by condition (condition 2).
- 8.12 The visual impact of the building could also be lessened depending on how it is managed and how it operates. To avoid the storage of goods or materials outside at a height, which would make them visible from Coldhams Common, I recommend a condition restricting the maximum storage height of goods or materials to 1.5m, ie below the height of the close boarded fence (condition 3). The storage bay will be on the eastern side of the building, adjacent to the common boundary with Coldhams Common, and for visual reasons, and to prevent noise disturbance, I recommend a condition requiring the

loading bay doors to be closed when a delivery is not taking place (condition 4).

- 8.13 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12, 4/6 and 4/13.

### **Refuse Arrangements**

- 8.14 No refuse storage is shown on the submitted plans, but I am confident that there is sufficient space for it in the yard area at the rear of the site. I recommend that details of waste storage are required by condition (condition 5).

- 8.15 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

### **Car and Cycle Parking**

- 8.16 Twelve car parking spaces will be provided for customers at the front of the site, and seven car parking spaces will be provided for staff at the rear of the site. Appendix C (Car Parking Standards) of the Cambridge Local Plan (2006) states that for general industrial uses, no more than 1 car parking space should be provided for every 40m<sup>2</sup> of ground floor area. In this case, this equates to 20 car parking spaces. In total, nineteen car parking spaces are proposed, which is below the standards and is acceptable.

- 8.17 Twenty cycle parking spaces are proposed at the front of the site. Appendix D (Cycle Parking Standards) of the Cambridge Local Plan (2006) states that for general industrial uses, at least 20 cycle parking space must be provided for every 40m<sup>2</sup> of ground floor area. In this case this equates to 20 cycle parking spaces. This is the number proposed, which is acceptable. No details of have been submitted of the proposed cycle parking, and I therefore recommend that this is required by condition (condition 6)

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

## **Third Party Representations**

All applications to redevelop Public Houses should be considered to be premature while a report on the City's Public Houses, and recommendations on changes to planning policy, is being compiled by consultants

- 8.19 Applications must be determined when they are received, and it is not possible for Local Planning Authorities to refuse to determine an application.
- 8.20 The draft Interim Planning Policy Guidance (IPPG), relating to Public Houses, is expected to be out to public consultation until 27 July 2012, and the IPPG could be subject to change depending on the comments received. Therefore, at the time of the East Area Committee, there is little weight that can be given to the IPPG with respect to this application.

If the application is granted provision should be made to improve the Cromwell Road/Coldhams Lane junction by making it more pedestrian friendly

- 8.21 The Local Highway Authority is of the opinion that the level of vehicle traffic generated during peak hours would have minimal impact upon the junction of Coldhams Road/Coldhams Lane/Cromwell Road. It would, therefore not be reasonable to require the applicant to fund improvements to the junction.

The vehicle access to the site could be better if the proposed building was relocated

- 8.22 The application submitted must be assessed on its own merits. Potential alternatives cannot be considered unless they are formal planning applications.

## **9.0 CONCLUSION**

- 9.1 There is no policy basis to refuse the application due to the loss of a Public House, as in my opinion this Public House cannot be considered to be a 'valued facility'. In my opinion, the proposed industrial building is acceptable in principle and is satisfactory in terms of its design, impact on the highway, and impact on Coldhams Common. The application is therefore recommended for approval subject to conditions.

## 10.0 RECOMMENDATION

### FOR RECOMMENDATIONS OF APPROVAL

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

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

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

2. No development shall commence until details of soft landscape works have been submitted to and approved in writing by the local planning authority. 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. (East of England Plan 2008 policy ENV7 and Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

3. Goods and materials shall not be stored outside at more than 1.5m in height.

Reason: To protect the setting of Coldhams Common. (Cambridge Local Plan 2006, policy 4/6)

4. The loading bay doors shall remain closed, unless a delivery is taking place.

Reason: To protect the setting of Coldhams Common and to prevent noise disturbance. (Cambridge Local Plan 2006, policies 4/6 and 4/13)

5. Prior to the commencement of the use hereby permitted, the on-site storage facilities for trade waste, including waste for recycling and the arrangements for the disposal of waste detailed on the approved plans shall be provided. The approved arrangements shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

Reason: To protect the amenities of nearby residents/occupiers and in the interests of visual amenity. (East of England Plan 2008 policy ENV7 and in accordance with policies 4/13 and 6/10 of the Cambridge Local Plan (2006))

6. No development shall commence until details of facilities for the covered, secured parking of bicycles for use in connection with the development hereby permitted shall be submitted to and approved by the local planning authority in writing. The approved facilities shall be provided in accordance with the approved details before use of the development commences.

Reason: To ensure appropriate provision for the secure storage of bicycles. (Cambridge Local Plan 2006 policy 8/6)

7. No development shall commence until a programme of measures to minimise the spread of airborne dust from the site during the demolition / construction period, including wheel washing, 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: In the interests of amenity and highway safety. (Cambridge Local Plan 2006, policies 3/7 and 8/2)

### **Reasons for Approval**

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

Cambridge Local Plan (2006): 3/1, 3/4, 3/7, 3/11, 3/12, 4/1, 4/3, 4/6, 4/13, 7/1, 7/2, 8/2, 8/6, 8/9, 8/10;

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

These reasons for approval can be a summary of the reasons for grant of planning permission only. For further details on the decision please see the officer report online at [www.cambridge.gov.uk/planningpublicaccess](http://www.cambridge.gov.uk/planningpublicaccess) or visit our Customer Service Centre, Mandela House, 4 Regent Street, Cambridge, CB2 1BY between 8am to 6pm Monday to Friday.

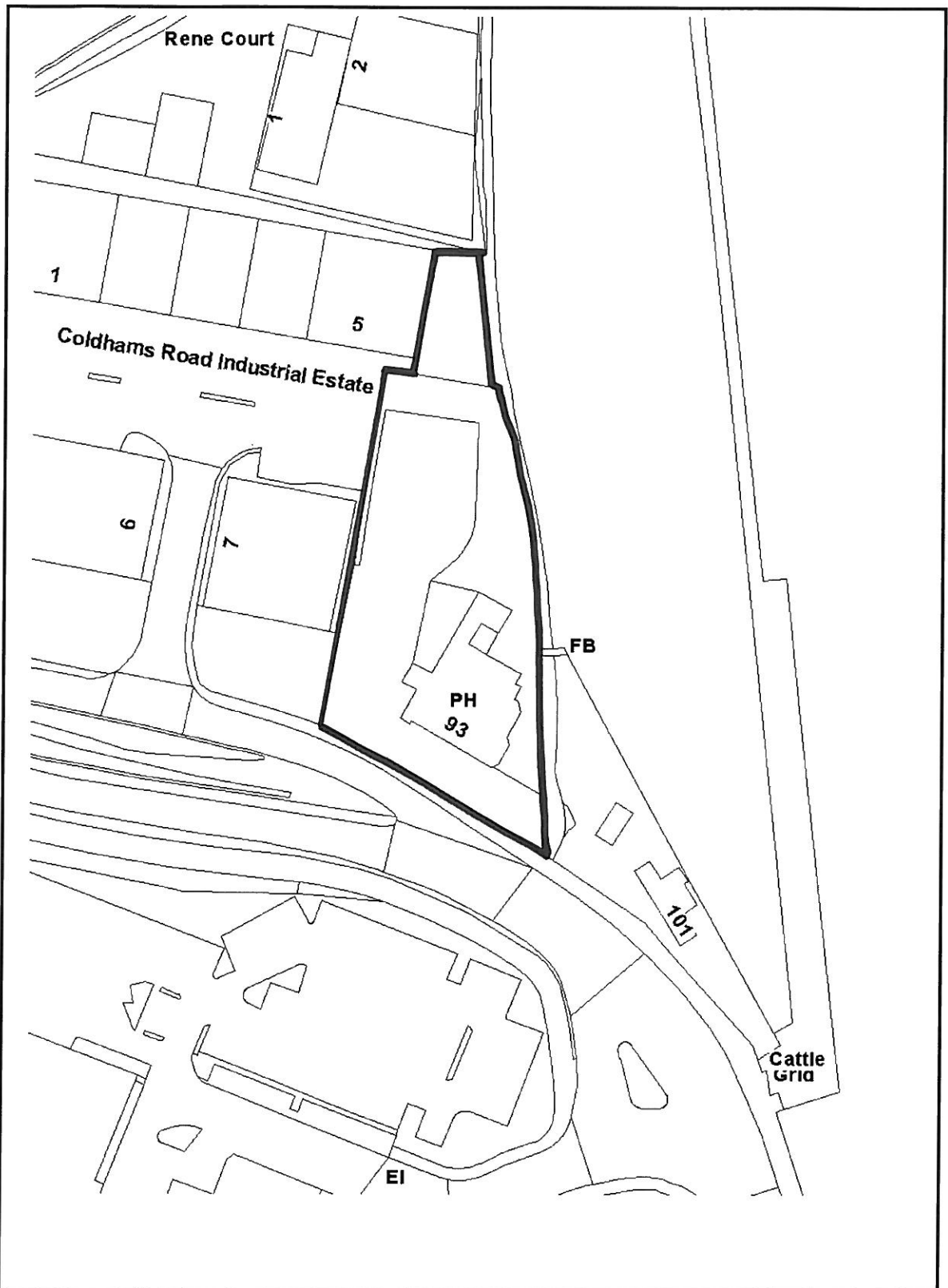
## **LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985**

Under Section 100D of the Local Government Act 1972, the following are “background papers” for each report on a planning application:

1. The planning application and plans;
2. Any explanatory or accompanying letter or document from the applicant;
3. Comments of Council departments on the application;
4. Comments or representations by third parties on the application as referred to in the report plus any additional comments received before the meeting at which the application is considered; unless (in each case) the document discloses “exempt or confidential information”
5. Any Structure Plan, Local Plan or Council Policy Document referred to in individual reports.

These papers may be inspected on the City Council website at: [www.cambridge.gov.uk/planningpublicaccess](http://www.cambridge.gov.uk/planningpublicaccess) or by visiting the Customer Service Centre at Mandela House.





**12/0255/FUL**  
**Former Greyhound Public House 93 Coldhams Lane Cambridge**  
**CB1 3EN**



- NEW CLOSE BOARDED TIMBER FENCE ALONG BOUNDARY WITH COLDHAM'S COMMON TO MATCH HEIGHT OF EXISTING FENCE
- 7 STAFF PARKING SPACES 18 IN TOTAL INCLUDING CUSTOMER PARKING
- ARVC0 BARRIER IN FRONT OF CLOSE BOARDED FENCE TO PROTECT BOUNDARY FROM VEHICLES
- NEW GALVANISED STEEL ACCESS GATE, SIDE FACING CAR PARK TO BE CLAD WITH CLOSE BOARDED TIMBER
- 16 5M x 3.5M DELIVERY BAY
- DASHED LINE INDICATES POSITION OF EXISTING BUILDING
- 12 CUSTOMER PARKING SPACES INCLUDING ONE DISABLED
- 10 CUSTOMER CYCLE STANDS PROVIDING SPACE FOR 20 BICYCLES
- NEW AREAS OF LANDSCAPING

REV	DATE	DESCRIPTION
A	02.02.12	LANDSCAPING ADDED
	24.01.12	PRELIMINARY ISSUE



**PROPOSED SITE PLAN**

SCALE 1:500

NOTE

PREPARED FROM ORDNANCE SURVEY MAP LICENCE NUMBER 100029449 - COORDINATE PARTNERSHIP LAND SURVEYORS DNG. No. 9176 OF NOV 2010.

KEY:

----- BOUNDARY LINE



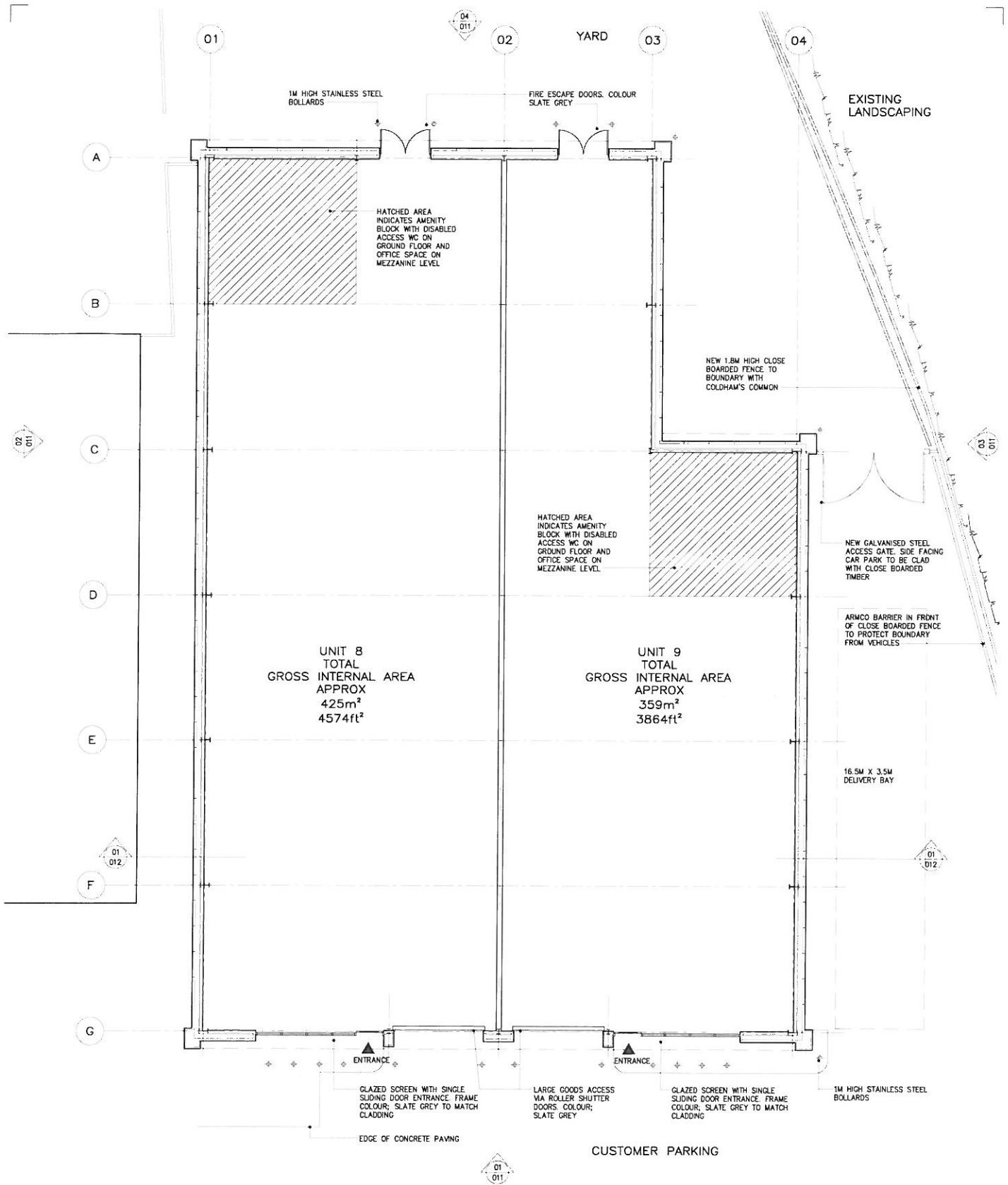
COLDHAM'S ROAD INDUSTRIAL ESTATE  
GREYHOUND PUB SITE  
CAMBRIDGE

**PROPOSED SITE PLAN**

**mcdonaldarchitects**  
mcdonaldarchitects.co.uk

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DATE	DF	JAN 2012	SCALE	1:500@A3
NO.	SV	1130-008	REV.	A



PROPOSED FLOOR PLAN  
SCALE 1:100



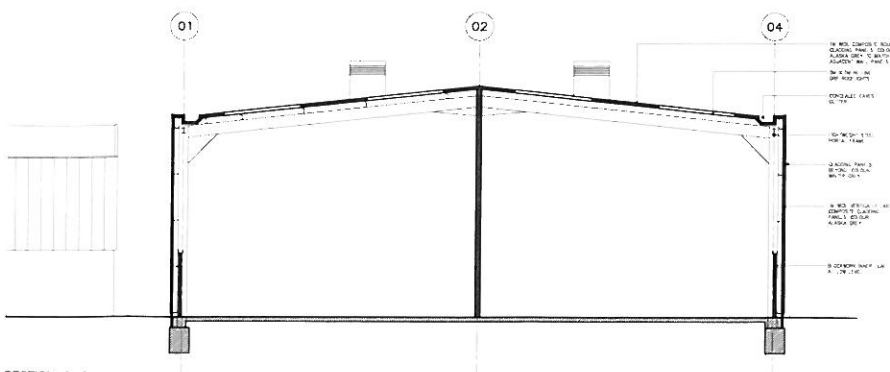
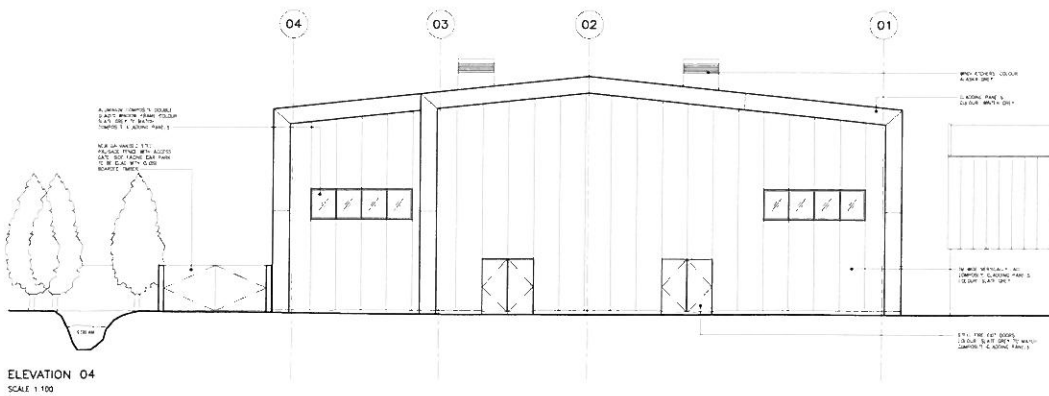
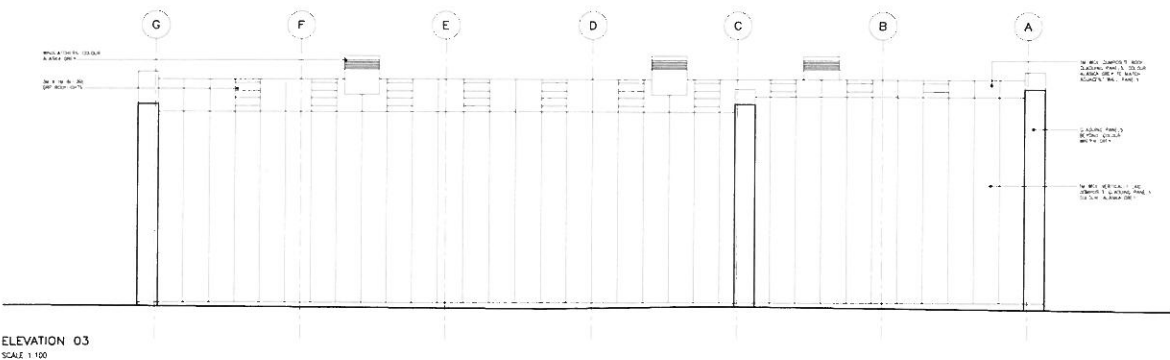
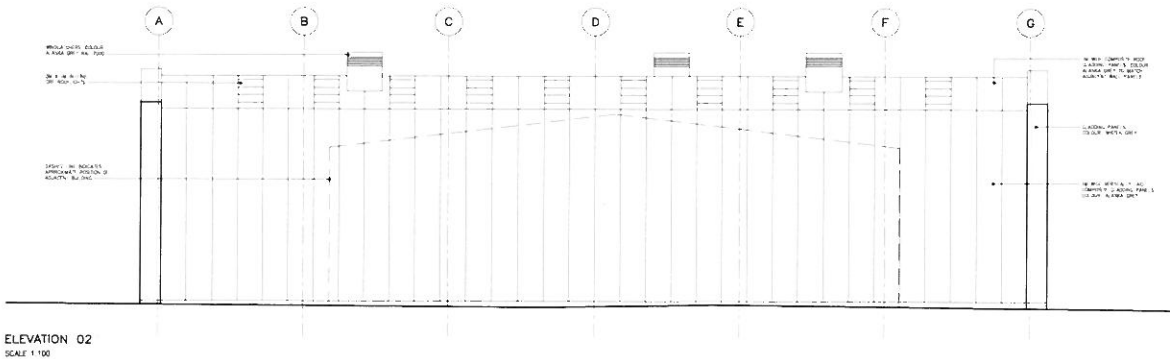
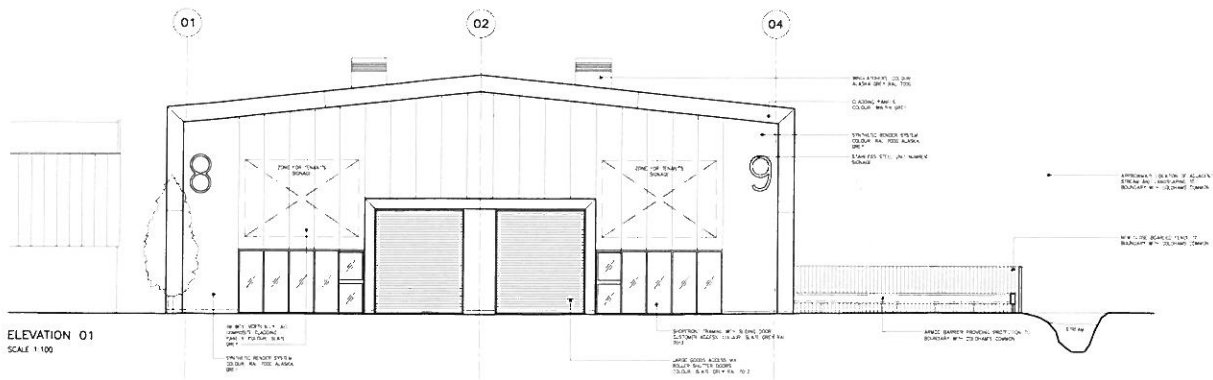
REV	DATE	DESCRIPTION
A	02.02.12	INNER LEAF REVISED, AREAS UPDATED
	24.01.12	PRELIMINARY ISSUE

COLDHAM'S ROAD INDUSTRIAL ESTATE  
GREYHOUND PUB SITE  
CAMBRIDGE

PROPOSED FLOOR PLAN

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Spectrum Studios | 2 Manor Gardens | London | N7 6ER | t +44 (0)20 7281 2200

DF	JAN 2012	1:100	A2
SM	1130-009		A



REV	DATE	DESCRIPTION
A	02/02/12	SECTION UPDATED
	24/01/12	PRELIMINARY ISSUE

COLDHAM'S ROAD INDUSTRIAL ESTATE  
GREYHOUND PUB SITE  
CAMBRIDGE

PROPOSED ELEVATIONS AND SECTION

mcdonaldarchitects.co.uk			
Spectrum Studios 2 Manor Gardens London   AZ AX 1 444 (020) 7281 2200			
DF	JAN 2012	1:100	A1
SM	1130-011		A