

Application Number	11/1295/FUL	Agenda Item	
Date Received	5th December 2011	Officer	Miss Sophie Pain
Target Date	5th March 2012		
Ward	Petersfield		
Site	Travis Perkins Trading Co Ltd Devonshire Road Cambridge CB1 2BJ		
Proposal	Demolition of existing depot building and redevelopment of site to provide: remodelled Travis Perkins depot including the erection of a new depot building and reconfiguration yard area and landscaping.		
Applicant	Travis Perkins (Properties) Ltd.		

SUMMARY	The development accords with the Development Plan for the following reasons: The design and scale of the building proposed is appropriate to the context. The submission does not raise any issues of highway safety. The proposed development provides acceptable levels of car parking.
RECOMMENDATION	APPROVAL

A.0 INTRODUCTION

- 0.1 The existing Travis Perkins site is 1.23 hectares in area and it is proposed to sub-divide the site into two. For this reason there are two planning applications before Planning Committee. This application seeks consent for the erection of a new depot building, parking, circulation and external storage yard for use by Travis Perkins (the depot scheme). The application site extends to 0.42 ha and roughly covers the northern third of the existing Travis Perkins site. The southern two thirds of the

existing site is the subject of the parallel application (11/1294/FUL) for the demolition of the existing building on site and to construct 43 residential units, public open space and associated works including landscaping, new access and parking (the residential scheme).

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The existing Travis Perkins site lies on the east side of Devonshire Road. It is a broadly rectangular plot with a small narrowing to the southern end of the site, closest to Angus Close.
- 1.2 The land is presently occupied by Travis Perkins, a Builders Merchant, who have been on the site since the 1970's. The site is predominantly covered with concrete hardstanding and a large building located centrally to the site that is constructed from brick and sheet roofing. The western half is a single storey structure that extends to two storeys in height. The north-west and west of this structure is used for retail and office space. The central and eastern parts of this structure are used for general storage of building materials. There is a further wooden structure in the south west corner of the site that is entirely open and this is used for the storage of wood and other materials. At present, the site has a single access point from the north west corner directly from Devonshire Road.
- 1.3 On the opposite side of Devonshire Road, facing the site, are two-storey brick houses from the mid-twentieth century, arranged in short terraced blocks, with small front gardens. To the south is Angus Close, which is a cul-de-sac of two storey semi detached properties that face either the Close or onto Devonshire Road and were built during the late 1980's/early 1990's.
- 1.4 On the east boundary, the site borders Network Rail land. Between the common boundary and the main London-King's Lynn railway line are some sidings, which remain in use and a maintenance track that is used by Network Rail operatives. Informal parking by Network Rail also occurs along this boundary too. It is planned to extend the existing Station car park into this area.

- 1.5 To the north, there is a vehicular access that leads to a dead end, but provides access to the rear of properties on Mill Road. These properties are a mix of two storey houses and flats over shops, whose windows face southwards, towards the site.
- 1.6 The application site is designated as site 5.09 in the Proposals Schedule of the Cambridge Local Plan (2006), which is allocated for housing. The application site is within the City of Cambridge Conservation Area No.1 (Central) and is addressed by the Mill Road Conservation Area Appraisal 2011.
- 1.7 Although none of the buildings are listed, either nationally or locally, there are two of some interest, which are a water tower to the north east corner of the site and a railway shed that is embedded within an existing building on the site.
- 1.8 The section of Devonshire Road bordering the site falls within a Controlled Parking Zone. Along the western edge of the site, there is a protected tree belt (TPO) which has a variety of trees, some smaller but also larger mature specimens such as an Ash and a Sycamore that was originally grown in order to screen the builders merchant from the residents opposite.

2.0 THE PROPOSAL

- 2.1 Full planning permission is sought for a new depot building that will be situated in the south west corner of the site, adjacent to the boundary with the proposed residential scheme and Devonshire Road. The building itself is 48 m by 19 m with a mono pitch roof, which slopes downwards towards the adjoining boundary with the residential scheme.
- 2.2 At its tallest, the building is 8.2 m and at the boundary with the residential scheme it is 6.8 m in height at a distance of no more than 1.5 m from the boundary. The building has brick detailing at the corners and along the plinth while the rest is clad in a light grey material.
- 2.3 The north west elevation faces Devonshire Road and on this elevation there are tall slim windows which serve the trade counter and offices that are located at the western end of the building at ground and first floor level. These windows provide some opportunities for surveillance. To the east of the building

are areas of storage for materials with four roller shutter doors on the north elevation.

- 2.4 An inverted 'L' shape layout to the north and east of the proposed building provides external storage for materials and associated car parking and loading bays and manoeuvring route for cars, vans and HGV's.
- 2.5 A small proportion of the existing protected tree belt is proposed for removal to accommodate the proposed development in combination with the residential scheme. It is proposed to plant three semi-mature trees on the Devonshire Road frontage to replace those which are removed.
- 2.6 The application is accompanied by the following supporting information:
 1. Design and Access Statement
 2. Air Quality Assessment
 3. Ecology Report
 4. Economic Statement
 5. Flood Risk Assessment
 6. Foul Sewage and utilities Assessment
 7. Heritage Statement
 8. Land Contamination Assessment
 9. Landscaping Proposals
 - 10.Noise Impact Assessment
 - 11.Draft Heads of Terms for Planning Obligations
 - 12.Site Waste Management Plan
 - 13.Statement of Community Involvement
 - 14.Transport Assessment
 - 15.Travel Plan
 - 16.Tree Survey
 - 17.Ventilation and Extraction Statement
 - 18.Viability Assessment
- 2.7 Since the submission of the initial application, amended drawings and additional information have been received. These details respond to comments made relating to the provision of renewable technologies on the depot, tracking of vehicles and addendums to the transport assessment relating to deliveries and calculation of traffic movements to the proposed site.

- 2.8 Further consultation regarding the proposed amendments has been undertaken with all relevant consultees and residents who were notified of the application. Their additional comments have been reported below and taken into consideration when assessing the application.
- 2.9 As part of the assessment for the residential development application, a viability assessment was submitted. Although this assessment does not affect the delivery of the proposed relocated depot, officers would like to make Members aware that this is an issue for the residential development being brought forward.

3.0 SITE HISTORY

Reference	Description	Outcome
11/1294/FUL	Demolition of existing depot building and redevelopment of site to provide: 43 residential units (comprising 18 2-3 bed houses, 6 2-3 bed coach houses and 19 1-2 bed flats), public open space including a play area, and associated works including landscaping, new access and parking.	Pending
C/97/0124	Erection of a new warehouse (648msq) on site of existing office/sales building (246msq) (to be demolished) at Builders Merchants Yard (Sui Generis).	Approved
C/87/0638	Retention of temporary buildings (Extension of period consent)	Approved
C/87/0434	Erection of single storey office extension and cladding of existing warehouse walls.	Approved
C/77/0288	Erection of a storage building	Approved
C/79/1015	Erection of warehouses, offices and timber store together with the laying out of parking spaces and landscaping (submission of reserved matters)	Approved

C/69/0045	Use as warehousing supplementary to business in adjoining buildings and premises	Approved
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4.0 PUBLICITY

4.1	Advertisement:	Yes
	Adjoining Owners:	Yes
	Site Notice Displayed:	Yes
	DC Forum (meeting of 18 th January 2012):	Yes

The minutes of the DC Forum are attached to this report as Appendix 1.

5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridgeshire and Peterborough Structure Plan 2003 policies, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridgeshire and Peterborough Structure Plan 2003	P6/1 P9/8
Cambridge Local Plan 2006	3/1 3/4 3/6 3/7 3/11 3/12 4/3 4/4 4/11 4/13 4/14 4/15 7/3 8/1 8/2 8/4 8/5 8/6 8/10 8/16 8/18 10/1

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

Central Government Guidance	National Planning Policy Framework March 2012 Circular 11/95 Community Infrastructure Levy Regulations 2010
Supplementary Planning Documents	Sustainable Design and Construction Waste Management Design Guide Planning Obligation Strategy Public Art
Material Considerations	<u>Central Government:</u> Letter from Secretary of State for Communities and Local Government (27 May 2010) Written Ministerial Statement: Planning for Growth (23 March 2011)
	<u>Citywide:</u> Arboricultural Strategy Cambridge and South Cambridgeshire Strategic Flood Risk Assessment Cambridge and Milton Surface Water Management Plan Cambridge Walking and Cycling Strategy Protection and Funding of Routes for the Future Expansion of the City Cycle Network Cambridgeshire Design Guide For Streets and Public Realm Cycle Parking Guide for New Residential Developments

	Air Quality in Cambridge – Developers Guide
	<u>Area Guidelines:</u> Eastern Corridor Area Transport Plan Mill Road Area Conservation Area Appraisal (2011)

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways)

First Response (14th December 2011)

- 6.1 It is essential that delivery vehicles are able to enter and leave the site in a forward gear, as a vehicle manoeuvring on the public highway would cause conflict with pedestrians and cyclists to the detriment of their safety.

The manoeuvring diagram appears to show the delivery vehicles path conflicting with car parking and storage areas, which would be unacceptable.

Second Response (23rd January 2013)

A revised manoeuvring diagram has demonstrated that there is sufficient space for vehicles to move around the site and enter and leave in a forward gear.

Cambridgeshire County Council (Transport)

First Response (12th January 2012)

- 6.2 The transport assessment has no calculations to support the trip generation of the new dwellings and without this information, officers are unable to form a view as to whether a corridor transport contribution is required. Furthermore, no assessment has been made of the impact of generated traffic on the surrounding highway network, while the draft travel plan contains little information and carried no weight.

Second Response (6th December 2012)

The existing Travis Perkins traffic generation has been scaled down based on the reduced level of parking provision.

Whilst it may well produce a similar level, the County Council would wish to see a calculation based on a comparison of the gross floor area of the existing and proposed Travis Perkins operations since car parking provision will only have an impact on the number of vehicular trips and not the total number of all-mode trips. All-mode trips provide the basis for the CATP calculations.

Specifically, can summary tables be provided to demonstrate that the number of GVs will be reduced by 65% (again based on GFA rather than just parking provision) showing the number of vehicles into and out of the site, pre and post development, for the AM peak, PM peak and all day.

Similarly, can summary tables be provided to demonstrate the claim that over 24 hours there will be fewer vehicular trips overall. It would be helpful if this could show, for Devonshire Road both north and south of the site accesses, northbound and southbound flows for the AM peak, PM peak and all day for with and without development scenarios.

Cambridgeshire County Council (Archaeology)

- 6.3 The area lies in an area of Cambridge developed from the late 19th and early 20th centuries. Consequently, the area has seen relatively little archaeological work and the potential for significant archaeology of pre medieval date can be considered uncertain. Investigations to the south west have identified evidence for activity of Roman date. There is also potential for evidence of the late 19th century industrial development of the site to survive and buildings associated with the railway located in the area too benefit from recording prior to demolition. For this reason, the imposition of an appropriate condition is required.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

- 6.4 The consideration of infiltration devices is fully supported and should be explored through the design process. The building itself does offer an opportunity for the use of a green roof and this should be considered further. It is recommended that a condition requiring a full foul and surface water drainage strategy be required, including details of adoption and maintenance.

Head of Streets and Open Spaces (Nature Conservation Officer)

- 6.5 The only habitat of value on the existing site is the strip of mature planting, native and non-native, along the Devonshire Road frontage. The applicant proposes to remove this which would be detrimental to local ecology in the short to medium term. Perhaps initial retention and a phased approach to replacement and improvement of this belt could be considered? The ecological survey provides little in the way of enhancement, these should be sought through provision of appropriate SUDs schemes, including green roofs.

Urban Design and Conservation Team

- 6.6 There is support for the proposed relocation of the building to the western frontage of the site, which is considered to improve the continuity of the built frontage along Devonshire Road and provides an efficient use of the rear yard area. The proposed depot would be between 4m and 7 m from the Devonshire Road footpath and the inclusion of three semi-mature trees would continue the alignment of those proposed as part of the residential scheme.

The proposed scale and massing of the development, although more bulky than the predominant surrounding residential dwellings is considered acceptable in urban design terms.

Consideration of window placement and their contribution to surveillance needs to be considered.

In order to mitigate the impact of the depot upon the residential site it is essential that soft landscaping is included, which at present do not appear on the submitted drawings.

Head of Streets and Open Spaces (Landscaping)

- 6.7 The tree planting is supported in line with that proposed for the residential site. Fencing details are required as it should be residential in character while fulfilling its security function.

The installation of a green roof would greatly improve the visual intrusion of the building, particularly when viewed from the residential site and would assist in the surface water management of the site.

Senior Sustainability Officer (Design and Construction)

First Response (3rd January 2012)

- 6.8 Energy calculations have been included for the new depot, which set out what the 10% renewable energy requirement would be, but it would appear that no renewable technologies have been incorporated as part of the scheme. Reference is made to PV having been ruled out as only a large array would make a significant contribution to the electricity supply of the building; however this is not substantiated by any information as to what size of system could be installed and what contribution this could make to the energy requirements of the proposed building.

It is acknowledged that buildings of this nature can be difficult to match with an appropriate renewable or low carbon energy solution, but it is felt given the roof space available further consideration should be given to the use of a photovoltaic array to provide for some of the buildings electricity requirements, even if this does not fully meet the requirements of Policy 8/16.

Second Response (17th December 2012)

Insufficient information has been provided to justify why the provision of renewable energy for this proposal is not viable. Even if the full 10% requirement cannot be met, the redevelopment of the depot should make some attempts to incorporate renewable energy provision to meet some of the

electrical requirements of the depot. At present insufficient justification has been provided to demonstrate why this is not viable, in either technical or financial terms.

Head of Environment and Refuse

First Response (28th December 2011)

- 6.9 The drawings show that the area for pallets and skips is located on the boundary with plots 22-24 of the residential scheme. Although a 2.8 close boarded fence would be located on the boundary, this does not reduce the noise of skips and pallets moving about to a satisfactory level and that amendments to the layout of the depot site need to be undertaken. The concerns relating to noise cannot be resolved by condition and alterations need to be sought prior to the granting of planning permission.

The development site is of a considerable size and is confined by the existing residential properties opposite. This will both be subject to the disturbance such as noise, vibration and dust from the demolition and construction process. A Demolition and Construction Environmental Management Plan would be appropriate to minimise the risk to the amenity of residents and it is suggested that this is required through a condition.

The Air Quality Assessment has been reviewed and in relation to the transport assessment it indicates that there will be marginally fewer trips as a result of the proposed development. Although there will be a small increase in car trips, the reduction in HGV trips will be approximately 65% and as such the overall impact on air quality would be neutral or slightly improved.

Second Response (11th January 2013)

The layout of the depot site has been amended so that the skips and pallets are on the eastern boundary and this increased distance will reduce the noise of the movement of the skips at the proposed houses, to a level which is considered acceptable. This layout should be conditioned so that it is laid out and retained in accordance with approved drawing.

Further clarification needs to be provided regarding the information within the amended noise report. The depot is identified as being open between 07:30 and 17:00, but it

appears that the background noise levels were taken outside of these working hours and as such is inaccurate. Additionally, the number of deliveries is not defined and this is also required.

The noise report identifies that the noise from deliveries by HGV would be 4.5 dB above the background noise level, which is 1.5 dB above the Environmental Health maximum.

Third Response (13th March 2013)

It has been clarified that the weekday opening of the depot site would be 07:30 until 17:00 and that there would be one delivery per day. Providing that the opening times and installation of the close boarded fence on the southern boundary to the residential scheme is installed and conditioned, the proposed development is considered to be acceptable.

Consultative Panels

Design and Conservation Panel (Meeting of 16th March 2011)

6.10 Minutes of the meeting;

- ☐ Depot. The Travis Perkins building provides only a blank gable to the street. Within such a setting, this is not a standard industrial site and therefore needs a bespoke solution that effectively addresses the road, particularly if the building is likely to be in place for some time. Alternatively, the Panel would welcome an alternative location for the building within the site.

Conclusion

As no plans were provided, the Panel are able to make few comments on the Travis Perkins site, beyond its need to address its setting. As a step forward, the Panel would strongly urge the development of a Masterplan for the entire area that could reveal both the residential scheme and the commercial site with this context. In terms of density, the proposed residential development is by no means greedy, but nevertheless raises questions regarding access and the management of cars on site (particularly visitor parking). The 'snake' building needs further consideration as the units and

rear garden spaces relate poorly to each other. The issue of the trees is a sensitive one but the Panel remain fairly flexible on the issue of retention or replacement.

Verdict was unanimous amber.

Design and Conservation Panel (Meeting of 18th January 2012)

6.11 Minutes of the meeting;

- ☐ Travis Perkins depot building. The Panel welcome the improvements made to the design, particularly to the front gable but wondered whether angling the west gable to make it parallel to Devonshire Road could help further by providing a continuous line of landscaping along the street frontage, ideally not obscured by railings. As the building's use could change in the future, the Panel hopes that this be built to a sufficiently high standard to allow conversion to other uses.
- ☐ PV installation on the depot building. Though the Panel understand that Travis Perkins may not be supportive, they thought that this mono-pitched roof, facing southwest, would be an ideal location for a PV installation and also wish to encourage the idea of a green façade facing the residential units.

Conclusion

The Panel praised the design team for responding to the comments made last time. Members still feel that the garden spaces will be rather landlocked, but were prepared to accept the density of the building on this site and could therefore endorse the strategy that the design team proposed.

Verdict was unanimous green, subject to the recommendations made.

6.12 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:

- ☐ Top floor flat, 18 Devonshire Road
- ☐ 24 Devonshire Road
- ☐ 42 Devonshire Road
- ☐ Glisson Road and Tenison Road Residents Association

7.2 The representations can be summarised as follows:

- ☐ Travis Perkins have a preference to find a new site for the depot and this would be the preference of local residents. However no other sites have proved suitable. There is a wish for the City Council to confirm whether there is a possibility of the Mill Road depot being available to Travis Perkins and that there are no other suitable sites likely to become available in the near future;
- ☐ Concern that the pro rata reduction in trips to and from the builders yard is arbitrary and that there needs to be a more convincing basis for the reduction in trips, especially the HGV's;
- ☐ Concern that as the depot is smaller, there will be a need to re-stock it more frequently and that Travis Perkins will continue to be used by builders, leading to an overall increase in traffic levels on Devonshire Road;
- ☐ The minimal level of car parking is likely to be severely congested in the morning around 8 am and that builders vans will be queuing in both directions on Devonshire Road;
- ☐ Existing problems on Devonshire Road with the level of traffic and that HGV's and vans lead to regular traffic jams;
- ☐ Undesirable to have large lorries on Devonshire Road and neighbouring streets and that these lorries are pollutants and a road safety issue, given the young children along Devonshire Road;
- ☐ The creation of an additional entrance onto Devonshire Road will bring about further congestion;
- ☐ It is considered that in the best interests of long term planning, Travis Perkins should not remain on the site. The traffic, particularly the HGV's are not compatible with a residential area;

- ☐ The tree belt should not be removed and that the developer should work around the trees.

7.3 The owners/occupiers of the following addresses have made representations objecting to the amendments to the proposal;

- ☐ 42 Devonshire Road

7.4 The representations can be summarised as follows:

- ☐ As per earlier submissions, the premise that traffic will reduce in proportion to the reduction in the number of parking spaces or gross covered floor area is arbitrary and mis-leading as a 65% reduction in floor space, does not lead to a 65% reduction in trips to the site;
- ☐ Products will continue to be stocked and a reasonable assumption would be that turnover and trips would only reduce modestly and as such a greater reduction needs to be justified;
- ☐ The justification for the reduction in HGV's by 65% is that customer deliveries will be made from another site.

7.5 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 impact upon the Conservation Area
3. Landscape and Arboriculture
4. Ecology
5. Renewable energy and sustainability
6. Residential amenity
7. Refuse Arrangements
8. Transport Movements
9. Car and cycle parking
10. Strategic Cycle Route
11. Public Art

12. Third party representations
13. Planning Obligation Strategy

Principle of Development

- 8.2 The existing site is more than 0.5 hectares and as such, it has been identified on the Proposals Map (5.09) as a safeguarded site for residential development. The site is presently in an industrial use. The southern two thirds of the site have come forward for residential development with the parallel application (11/1294/FUL). This application relates to the northern third, which would remain as an industrial use, occupied by the existing operator. Policy 5/1 of the Cambridge Local Plan 2006 does not prejudice existing uses upon the site and does allow these to remain, expanding or reorganising their premises as required. As such, policy 5/1 does provide for the flexibility in developing part of the site as the safeguard provision allows for, but also for the existing business to remain on part of the site in a reorganised manner.
- 8.3 Policy 7/3 of the Cambridge Local Plan 2006 states that development including changes of use that result in the loss of industrial or storage floorspace will not be permitted where the site is identified on the Proposals Map as protected industrial/storage floorspace. The existing site is not identified as a protected site and therefore the proposal meets this part of the policy. Policy 7/3 goes on to say that development which results in the loss of industrial/storage floor space elsewhere in the city will only be permitted if it meets one or other of a number of tests. One of these tests is where redevelopment of mixed or residential development would be more appropriate. In my view, given the predominantly residential character of this part of the City, and the long established use of the site as a timber/builders merchant, there are good grounds to argue that a mixed use would be at least as suitable in this context as a single commercial use.
- 8.4 Policy 3/6 of the Cambridge Local Plan seeks for an application to demonstrate that where part of a site is being developed, that due consideration has been given to safeguarding appropriate future developments on the remainder of the site. The application has provided an option of how the layout and typology of housing could be replicated in a way that ensures that the proposed site has been developed with a coordinated

approach in mind, should the final third become available for development in the future.

- 8.5 In my opinion, the principle of development is acceptable and in accordance with policies 3/6, 5/1 and 7/3 of the Cambridge Local Plan 2006.

Context of site, design and impact upon the Conservation Area

- 8.6 The site lies in an area of predominantly housing, with the existing industrial use signifying an historic anomaly. The site is located within the City of Cambridge Conservation Area (No.1 Central), which is addressed within the Mill Road Conservation Area Appraisal.
- 8.7 The proposed development is a two storey form with a mono-pitch roof rising from approximately 6.8 m to 8.2 m. The height of the proposed building lies below the ridge height of the proposed terraces (8.4m) which front Devonshire Road in the adjacent residential scheme. The orientation of the depot, east to west, reduces the bulk of the building when viewed from Devonshire Road, with the side elevation fronting the street, which is no more than 19 m in width. It is accepted that the proposed scale and massing of the building is bulkier than the predominant surroundings, but that the design of this building has been altered for its context, rather than the use of a standard depot design used by the operator, elsewhere.
- 8.8 The design of the building has used brick edges and plinth, while the remainder of the elevations are cladded in a light grey material. The internal uses were reconsidered prior to the submission of the application, which has enabled the introduction of windows on the north west elevation of the building, fronting onto Devonshire Road. There are four full height windows proposed which serve the customer trade area at ground floor and the staff canteen in part on the first floor. There are then four further windows, which are indicated as dummy windows and would be in the stairwell location. I would wish to see the use of all of these windows where possible and that clear glazing and the removal of dummy windows are provided to maximise surveillance and provide an elevation that interacts with the street. I have recommended that a condition be imposed to provide details prior to the commencement of

development. Officers are of the view that the design and appearance of the proposed building is acceptable and does not harm the character of the Conservation Area.

- 8.9 The location of the building in the proposed place improves the continuity of built frontage along Devonshire Road and by ensuring a setback of between 4m and 7m it enables the planting of semi-mature trees, which will provide some screening to the depot site, in line with those proposed for the residential scheme.
- 8.10 Consideration has been given to alternative locations on the site for the building, including situating it closer to the eastern boundary. However, the view of officers was that this required the storage of materials to occur along the street frontage, which was undesirable and would cause greater harm to the visual character of the Conservation Area.
- 8.11 Given that the proposed depot building is moving closer to the street and will not be as shielded from the street as existing, means that a form and appearance appropriate to this context needs to be achieved. It is appreciated that the buildings design is functional, but that the way that it is orientated and interacts with the road alleviates its scale and massing in a successful manner. For these reasons, I consider that the proposed design is acceptable and does not detract in a manner that is detrimental to the appearance and character of the Conservation Area.
- 8.12 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7 and 3/12.

Landscape and Arboriculture

- 8.13 To the front of the existing industrial site is a tree belt of protected trees, located behind a 2 m high close boarded fence, that abuts the public footpath. From representations received, I have assumed that this tree belt was grown in order to screen the industrial use from the residential properties opposite and it is approximately 25 years old. During its life, other trees have self seeded themselves and this belt has become more dense and with minimal arboricultural work, it has become quite a competitive environment for the trees and in the view of officers is not in a good condition. However, it is accepted the residents

do value the visual quality of the trees and the contribution that it makes to the character of the area.

- 8.14 The existing protected tree belt extends up to the existing entrance into the site, although it is densest towards the southern two-thirds of the site, adjacent to the residential scheme site. Along the western boundary with the proposed depot development there are two groups of trees (G1 & G2) which are category C trees (those that could be retained, low category). There are also a Red Maple and a Field Maple (T3 & T4) that will be affected by the proposed development, which are category B and whose retention is desirable.
- 8.15 The application seeks to remove all of the existing trees and to carry out landscaping proposals, which incorporate a replacement tree belt along the length of the western boundary abutting both the residential and the depot scheme sites.
- 8.16 Taking consideration of representations, I understand the importance of these trees not just in terms of visual amenity, but the varied ecology that they also provide to an urban area of the city. I have visited the site on a number of occasions and throughout different seasons to observe the value that these trees provide to the local residents and surrounding area.
- 8.17 To pursue the development, while retaining the existing tree belt has its associated risks, which is primarily that the removal of the concrete hardstanding that the existing depot site sits upon, will destabilise the trees, but will also alter their environment in such a way, that they will not be able to adapt successfully. While I appreciate that a proposed development should be designed with due consideration of the site constraints, protected trees being one of these, there are other difficulties that need to be addressed. The removal of the hardstanding needs to occur for the re-development of the site and while mitigation measures can be put in place to manage adverse impacts, the reality is these may not be successful. The existing tree belt has grown in competitive circumstances and if the belt were to be thinned out in order to provide the more substantial trees with an opportunity they may not respond well to being exposed.

- 8.18 The application provides the opportunity to carefully design and landscape the eastern side of Devonshire Road, which has been left for a number of decades, with little investment in its appearance. To retain the existing tree belt, albeit thinned out, does not in my view or the view of the landscape architects provide an appropriate boundary to the western edge of the site. The opportunity that this application proposes is one of great merit, which will allow the improvement of the street scene of Devonshire Road with the planting of new trees, and increase permeability and light into the application site, while still retaining an appropriate level of visual amenity to the existing residents. Appropriate conditions would need to be imposed to ensure that the spacing, variety and maturity of the tree were appropriate for the location, but such conditions would be reasonable and appropriate to this application.
- 8.19 On balance, my recommendation is that the existing protected tree belt be removed and replaced with a new line of trees that adds visually quality and amenity to Devonshire Road and its occupants. I believe that to not take the opportunity that this development provides to plant a tree belt that is appropriate to a residential area and not for the purposes of screening an industrial use would be a regrettable one. Along the boundary with the proposed depot site, the trees are categorised as having a limited lifespan and this opportunity would enable trees of an improved health to be planted and maintained correctly for future years.
- 8.20 To the northern boundary of the depot site are a group of small leaf lime trees and a number of sycamores of varying health, that are located outside the ownership of the application site. However, given their tree canopy's and root protection areas, which are likely to encroach on the proposed site, consideration of these trees needs to be made. The view expressed within the tree report submitted with the application is that the encroachment of these trees is minor and that if pruning works were managed now, then these would be minor and would not detrimentally affect the amenity or shape of the trees. Further to this, there could be a condition that requires the root protection areas to be protected during the length of development works upon the site to ensure that these trees are not harmed by the placement of work vehicles over this sensitive area.

- 8.21 Finally, there is a Tree of Heaven situated on the eastern boundary, adjacent to the railway line. The proposed site layout plans indicate that this tree will be retained. However, given its location in an area proposed for the storage of concrete blocks, its retention may not be possible. Appropriate conditions can be imposed to enable officers to work with the developers arboriculture officer to pursue its retention, but if not possible then it may need to be removed and replaced.
- 8.22 In my opinion the proposed development is acceptable and provides demonstrable public benefits which outweigh the current amenity value of the trees and that the imposition of conditions to submit information in order for those trees which are to retained are protected and pruned accordingly ensures that the proposed development is in accordance with the Cambridge Local Plan 2006 policy 4/4.

Ecology

- 8.23 Along the western boundary is the only habitat of value on the existing site, which is the strip of mature planting of native and non-native trees along Devonshire Road. The proposal to remove this tree belt would be detrimental to the local ecology in the short to medium term according to the Council's Nature Conservation Projects Officer. For this reason, he has suggested that perhaps initial retention and a phased approach to the replacement and improvement of the tree belt should be considered. Officers are of the view that this is reasonable and to ensure that the ecology of the area is protected for the long term, the replacement timetable for tree planting can be conditioned to ensure it is undertaken in agreement with officers.
- 8.24 In my opinion, providing that a condition is imposed for the phased approach of removal and replacement planting, the proposal is compliant with Cambridge Local Plan 2006 policy 4/3.

Renewable energy and sustainability

- 8.25 The proposed development has an optimum south west facing roof slope, which is considered to be appropriate for the use of PV panels to bring about a carbon reduction for the proposed development. Through the submission of a revised energy

statement, it is proposed to install 18m² of PV panels on this slope, which would lead to 1.02 tonnes of CO₂ savings per year, which represents a 5% reduction in CO₂ emission reduction.

- 8.26 In parallel with the inclusion of a PV array, the new building incorporates a number of energy efficient features that are included in the built fabric, which are a building management system to monitor and control all systems within the building to ensure that heating and cooling systems are highly responsive and operate at their optimal efficiency; measures to minimise heat loss and air infiltration and efficient external lighting that are fitted with time or daylight sensors.
- 8.27 The Sustainability Officer has reviewed the recently submitted information relating to the applicants proposals to reduce the emissions of the site through a level of renewable energy resources, fabric improvements and energy efficiency measures. It is recognised that the site is constrained in its use of renewables and that a range of alternatives have been considered in the report. As such, the provision of 18m² of PV panels used in conjunction with the proposed energy efficiency measures and fabric improvements is the most appropriate way to improve the efficiency of the proposed building in comparison with the existing.
- 8.28 In my opinion the applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with Cambridge Local Plan (2006) policy 8/16 and the Sustainable Design and Construction SPD 2007.

Residential Amenity

Impact on amenity of existing neighbouring occupiers

- 8.29 The existing depot site is operated by Travis Perkins and has been since the 1970's. Through consultation responses, neighbours have identified that because of the vans and goods vehicles that are associated with the use, it does cause congestion, noise and pollution that is considered to be out of keeping with the residential nature of the area. As such, given the opportunity for the existing depot site to be redeveloped, it is the preference of residents to see the depot function removed from the site entirely rather than relocated and reorganized onto a smaller site.

- 8.30 Neighbours are concerned that with a smaller site, the capacity to store stock is reduced and that this in turn will lead to the requirement for additional deliveries to the site, which would be a disturbance to the enjoyment of their properties and amenity. Taken at face value, this would appear to be the case. However, although the proposed site is smaller, the level of use is considered to be akin to the level of use that is already occurring on the present site, albeit it that the function is spread across a larger site. The existing site is considered to be inefficient in its function, with a significant amount of space for storage of materials and unused hardstanding. The addendum to the transport assessment, identifies that one delivery per day will occur. Officers have considered whether it would be reasonable to either limit the number of deliveries to the site per day and/or the hours of delivery. Given that the proposed site operates in quite a different way to the existing site the view of officers is that a condition could be imposed that details the hours of delivery in order to protect the amenity of neighbours.
- 8.31 The proposals to condense the operations of the site will ensure that the space is utilized effectively and that products that are popular are stocked, with modern methods of monitoring stock levels employed to ensure that the site works to its greatest potential.
- 8.32 Alternatively, the consideration should be given to the fact that if Travis Perkins were to remain on their existing site, they could consider the operations on the site to improve its efficiency and providing there were no structures that required planning permission, the throughput of the site could alter quite significantly.
- 8.33 I appreciate that this has an implication upon the residential amenity of the existing and future occupants, but I explore this issue within the transport movements section of my report, which is a more appropriate place to address this issue in full.
- 8.34 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7 and 4/13.

Amenity for future occupiers of the neighbouring residential site

- 8.35 Initially, the layout of the depot site showed areas for pallets and skips on the boundary with residential plots, 22 – 24 and their associated gardens. This was not considered acceptable despite the inclusion of a 2.8 m high close boarded fence along the neighbouring boundary. Given the noise that is associated with moving skips and pallets, the amenity for the future occupiers was likely to be poor. For this reason an amended layout plan for the depot, which moves noisy activities to the eastern boundary away from the residential site is considered to be acceptable and the close boarded fence will protect them from general vehicle noise. To ensure that this layout is implemented, a condition is recommended to prevent the layout from altering and potentially harming the amenity of the future residents.
- 8.36 As such, it is the view of officers that the future residents are protected from adverse noise impacts through the design and layout of the application site and the proposed neighbouring depot site. The level of noise that they are exposed to are within the acceptable parameters that officers would expect and for this reason, we are confident that their level of amenity will be appropriate.
- 8.37 In order to protect the amenity of the existing and future neighbours the hours of operation will be conditioned to those indicated within the planning application. These are 07:30 – 17:00 Monday to Friday and 08:00 to 12:00 on Saturday. There will be no opening on Sunday's or Bank Holidays. This remains as the existing depot's opening hours. A condition is also proposed to limit the hours when deliveries can occur to the site.
- 8.38 In order to protect residents during the demolition and construction process, a condition is imposed that requires a Demolition and Construction Environmental Management Plan (DCEMP) to be submitted prior to the commencement of works and provides officers with information regarding how noise, vibration, dust, wheel washing, contractors arrangements and working/delivery hours will be managed in order to minimise the impacts of development upon the existing neighbours around the site.

- 8.39 In my opinion the proposal provides a high-quality living environment and an appropriate standard of residential amenity for future occupiers, and I consider that in this respect it is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12.

Refuse Arrangements

- 8.40 As a commercial site it will produce waste in the form of paper, cardboard, plastic wrapping and wood. As a commercial business, the operators are required to pre-sort their waste and as such will require a minimum of two bins. The submitted plans do not indicate where the waste storage for the site will be located. While the site is constrained and waste management needs to be correctly designed, I consider that this can be incorporated into the site in an acceptable way. A condition is recommended to ensure that these details are agreed prior to the commencement of development.
- 8.41 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

Transport Movements

- 8.42 The proposed development seeks to reduce the gross floorspace by 65% in comparison to the existing site. The Transport Assessment concludes that for this reason, there is a predication that there will be 65% less traffic movements and provides the justification to provide 65% less car parking spaces. Although this is a recognised method for calculating the number of transport movements, it is recognised by officers as being a relatively crude calculation too. Further to this, there are ways that throughput of the site can be maximised using efficiency measures that may mean that the reduction is not as great as 65%. Furthermore, the Transport Assessment did attribute the reduction in forecasted traffic from Travis Perkins as reasonable because customer deliveries would be taking place from a depot elsewhere due to the reduced stock held on site at Devonshire Road.
- 8.43 For this reason, it can be assumed that the reduction of 65% is a best case scenario. However, the size of the proposed site is generally self-limiting in terms of the number of all modal trip movements that could occur from the site. In order to trigger

area corridor transport payments, the number of daily trips would need to increase by 82 (32 fewer trips than the transport assessment identifies plus 50 additional movements as required by the area transport corridor plan to trigger contributions). This application associates a proposed 221 trips to the proposed use.

- 8.44 The applicants have indicated a willingness to undertake traffic monitoring post development in order to establish if there are any additional trips that are being generated by the proposed development.
- 8.45 Representations have identified that residents are concerned about the number of HGV movements that would be associated with the proposed development as there is an assumption that the number of these will also reduce by 65%. Part of this justification is that customer deliveries would be made from alternative sites. Although these are not specified, Travis Perkins do also have branches in Stapleford and Cottenham. Further information has been requested to confirm how many HGV trips are required to service customer deliveries and how this will alter with the proposed development. This information shall be reported on the amendment sheet or orally at the meeting.
- 8.46 The existing situation sees 26 HGV trips into the site and 23 out of the site between 07:00 and 19:00. The proposed development sees 9 HGV trips into the site and 8 out during the same time period. The appendix to the noise report confirms that the site will receive one stock delivery per day as the site will exercise just in time deliveries given the restricted area that is available for the storage of stock and materials. Officers appreciate residents' concerns that holding smaller stock quantities on site will necessitate more frequent stock deliveries, but the view of officers is that given Travis Perkins experience on other sites, they are able to manage their stock levels effectively so that it only necessitates a single delivery per day. This would insinuate that the remaining HGV trips are the customer delivery trips, although this will be confirmed on the amendment sheet.
- 8.47 As described within the residential amenity section of this report, Travis Perkins could remain on their existing site and intensify operations which would not require planning

permission, but could significantly alter transport movements to and from the site by the improved efficiency of the site.

- 8.48 Subject to the presentation of information relating to the number of HGV's trips attributed to customer deliveries, I consider that although a reduction of 65% is a best case scenario, the number of transport movements will be no worse than the existing or the situation where efficiency of the existing site is improved. I appreciate that the view of residents is that the function of Travis Perkins is relocated away from Devonshire Road, but that the application presented is that it remains on a smaller site and I do not consider that it is reasonable to recommend refusal of the application on the basis that quantity of transport movements will be any worse than the existing situation. For this reason I consider that the proposed development is in accordance with policy 8/2 of the Cambridge Local Plan (2006).

Car and Cycle Parking

Car Parking

- 8.49 The proposed depot building has a gross floor area of 1,160m². The site is within a controlled parking zone, which the Cambridge Local Plan 2006 indicates requires 1 space per 100 m² GFA as a maximum level. This would equate to 11.6 car parking spaces. The proposal includes 9 car parking spaces, which equates to 78% of the maximum level of car parking provision. There is also a disabled car parking space too, bringing the total to 10 spaces.
- 8.50 I appreciate that some residents are concerned that this level of car parking is not sufficient, especially during peak hours, particularly the morning and before the site closes. However, the proposed site operates so that tradespeople move around the site in a clockwise direction to pick up supplies as necessary. They then use the parking spaces to enter the depot building to pay. As such, the capacity of the site will allow vehicles to move around and shall only use the car parking prior to exiting. For this reason, there will be a regular turnover of car parking spaces. Furthermore, the level of car parking within the local plan is a maximum and as such, officers are of the view that there is sufficient provision on the proposed site.

- 8.51 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/10.

Cycle Parking

- 8.52 The City Council's Cycle Parking Standards requires 29 cycle parking spaces for the proposed development. This is a minimum number of spaces that should be provided. However, officers are of the view that the site is unlikely to generate sufficient employment on the site, whereby the 29 cycle spaces would be effectively utilized. Furthermore, given the nature of the business, there are a small number of customers who would travel to the site by bicycle, given the size and weight of products that are sold at the site. The business warrants its customer base to use motorized transport and so the need for car parking spaces has been prioritized. A level of cycle parking will be provided, for the use of staff and customers but it is the view of officers that the area that could be utilized for cycle parking would be much more effective as car parking for customers of Travis Perkins.
- 8.53 In my view, the proposal does not comply fully with policy 8/6 of the Cambridge Local Plan (2006), but this shortcoming does not provide a basis for refusal of the application given the justification for a reduction in cycle parking spaces and that to do so would not be reasonable.

Strategic Cycle Route

- 8.54 Like the residential scheme, the Transport Officer at the County Council has indicated that the scheme should provide a wedge of land within the depot site that can be safeguarded for the future implementation of the strategic cycle route.
- 8.55 A pinch point at the northern end of the existing site has been identified by Network Rail, which is caused by the positioning of existing gantries. To move the gantries would potentially render the provision of the strategic cycle route unviable. For this reason, the document 'Protection and Funding of Routes for the Future Expansion of the City Cycle Network', which provides supporting guidance to policy 8/5 of the Cambridge Local Plan 2006 identifies that the route should be incorporated into the redevelopment of the site.

- 8.56 For this reason, officers in discussions with Network Rail have identified that a wedge of land no more than 4 m in depth, along the eastern boundary of the site, needs to be safeguarded. This wedge of land can be secured via a Section 106 Agreement, attached to the depot application. In saying this, Travis Perkins have agreed that it would be feasible for them to continue operating on the site, even with the wedge of land removed from the site. Should an alternative site be found and Travis Perkins move, then this wedge of land would form a constraint on the future development of the site and would continue to be safeguarded for the implementation of the route.
- 8.57 In my view, providing that the land identified is safeguarded through a Section 106 Agreement, the proposed development is in accordance with policy 8/5 of the Cambridge Local Plan 2006,

Public Art

- 8.58 The Public Art SPD provides guidance on Public Art as part of a new development. The applicants believe that as the proposed development does not result in any increase in floorspace, any impacts on the locality will be reduced. The SPD does specify that all major development, which in this instance is where the gross floor area is 1000 m² or more and includes major new build or refurbishment where planning permission is required, will dedicate 1% of the capital construction cost to public art. Therefore, despite the fact that the depot floorspace is decreasing when compared to the existing, the proposed development is more than 1000 m² and as such, is eligible to pay a contribution towards public art.
- 8.59 However, it is also essential to consider the implications of the Community Infrastructure Levy (CIL) Regulations 2010. Part 11 of the CIL Regulations 2010 stipulates that an obligation should pass the following tests;
- a) It is necessary to make the development acceptable in planning terms;
 - b) It is directly related to the development; and
 - c) It is fairly and reasonably related in scale and kind to the development.

- 8.60 Given that the use of the site is not altering and that the impact of the proposed development will be mitigated by the positioning of trees, in my view it is difficult to justify that the addition of public art to this development will mitigate its impact on the wider area. I consider that this will come from the landscaping including the planting of mature trees. I do not consider that the first test set by the CIL Regulations 2010 is passed and for this reason I do not recommend that a commuted sum for public art be sought.
- 8.61 In my opinion the proposal is compliant with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and 9/8 and Cambridge Local Plan (2006) policies 3/7 and 10/1 and the Public Art SPD 2010.

Third Party Representations

- 8.62 The majority of residents concerns have been addressed by the report within the residential amenity and transport movements sections.
- 8.63 The remaining points relate to the possibility for the depot to relocate elsewhere and if there may be any other suitable sites that are likely to become available in the near future and that as the depot is smaller, there will be a need to restock on a more frequent basis.
- 8.64 I am aware of residents desire for the depot to move off of the site in Devonshire Road and that there is an indication that Travis Perkins also wish to move. While other sites may have been considered by Travis Perkins, at present there are no alternative sites which are suitable for their operations. I appreciate that residents highlight the Mill Road depot, which is owned by the City Council and houses a number of services as an alternative, but at present, this is unlikely to be available in the near future. For this reason, the application seeks the retention of the depot on a reduced section of the site in order for Travis Perkins to continue their business operation. This is the application that is before officers for their assessment and recommendation.

Planning Obligations

8.65 The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests then it is unlawful. The tests are that the planning obligation must be:

(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.

In bringing forward my recommendations in relation to the Planning Obligation for this development I have considered these requirements.

Safeguarding land for the strategic cycle network

8.66 An identified pinch point at the northern end of the site means that in order to enable the development of the Chisholm Trail, an area of land within the depot site needs to be safeguarded, through a schedule within the Section 106 Agreement. The safeguarding of this land would enable Travis Perkins to use it for their own storage purposes until such a time that the County Council call upon the land for the construction of the trail. The requirement of this section of land and to secure its future use is required in order to make the proposed development acceptable in planning terms and for this reason meets test (a) of the CIL Regulations 2010.

Transport

8.67 Contributions towards catering for additional trips generated by proposed development are sought where 50 or more (all mode) trips on a daily basis are likely to be generated. The site lies within the Eastern Corridor Area Transport Plan where the contribution sought per trip is £229.

8.68 The Highway Authority has made an assessment of the proposal, on which the following assessment of expected additional trips and contributions is based. Following this

assessment, the proposed development does not create more than 50 additional trips and for this reason, no contribution is sought.

Monitoring

- 8.69 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to the costs of monitoring the implementation of planning obligations. The costs are calculated according to the heads of terms in the agreement. The contribution sought will be calculated as £150 per financial head of term, £300 per non-financial head of term. Contributions are therefore required on that basis.

Planning Obligations Conclusion

- 8.70 It is my view that the planning obligation is necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the Planning Obligation passes the tests set by the Community Infrastructure Levy Regulations 2010.

9.0 CONCLUSION

- 9.1 The application site has been allocated for housing with Development Plan Policy. However, policy 5/1 of the Cambridge Local Plan (2006) does not prejudice existing uses upon the site and does allow these to remain, expanding or reorganising their premises as required. At 0.42 ha, the application site is of a compact size, which has a variety of constraints upon it, which has influenced its design and layout.
- 9.2 The view of officers is that the design, layout and appearance of the proposed development is acceptable and reflects the urban characteristics of the sites location, while sensitively considering the impact of the proposed development upon both existing and future residents of Devonshire Road. As such, with the imposition of conditions to control the use of materials and finer detailing, the proposed development is considered to provide a positive impact upon the Conservation Area.
- 9.3 A pinch point at the northern east corner of the site has been identified, which has been caused by the positioning of existing gantries. To move these gantries would potentially render the

provision of the strategic cycle route unviable. For this reason, officers have recommended that a wedge of land is safeguarded via a Section 106 Agreement that will enable this land to be passed to the County Council as required for the delivery of the route.

10.0 RECOMMENDATION

1. APPROVE subject to the satisfactory completion of the s106 agreement by 31st December 2013 and 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 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. The development hereby approved shall be used in conjunction with and occupied only by Travis Perkins and for no other occupier.

Reason: The use of the building for any other purpose or by any other occupier would require re-examination of its impact and its compliance with Local Plan Policy. (Cambridge Local Plan 3/4, 3/6 and 7/3)

4. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been 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 2006 policies 3/4 and 3/12)

5. Prior to the construction of any brick or 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. Development shall be carried out in accordance with the approved details. 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 2006 policies 3/4 and 3/12)

6. No development, including demolition, shall commence on site until details of the specification and position of fencing, or any other measures to be taken for the protection of any trees from damage during the course of development, shall be submitted to the local planning authority for its written approval, and implemented in accordance with that approval before any equipment, machinery or materials are brought onto the site for the purpose of development (including demolition). The agreed means of protection shall be retained on site until all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with this condition, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local planning authority.

Reason: To protect the visual amenity of the area and to ensure the retention of the trees on the site. (Cambridge Local Plan 2006 policies 3/4, 3/11, 3/12 and 4/4)

7. No development, including demolition, shall commence on site until the following details have been submitted to and approved by the local planning authority:

(a) A plan showing the location of, and allocating a reference number to, each existing tree on the site which has a stem with a diameter measured over the bark at a point 1.5 metres above ground level, exceeding 75mm, showing which trees are to be retained and the crown spread of each retained tree;

(b) details of the species, diameter (measured in accordance with paragraph (a) above), and the approximate height, and an assessment of the general state of health and stability, of each retained tree and of each tree which is on land adjacent to the site and to which paragraphs (c) and (d) apply;

(c) details of any proposed topping or lopping of any retained tree, or of any tree on land adjacent to the site;

(d) details of any proposed alterations in existing ground levels, and of the position of any proposed excavation, within the crown spread of any retained tree or of any tree on land adjacent to the site within a distance from any retained tree, or any tree on land adjacent to the site, equivalent to half the height of that tree;

(e) details of the specification and position of fencing [and of any other measures to be taken] for the protection of any retained tree from damage during the course of development.

(f) details of any trees proposed for removal.

In the condition retained tree means an existing tree which is to be retained in accordance with the plan referred to in paragraph (a) above.

Reason: To safeguard and ensure the protection of those existing trees which are to be retained on or adjacent to the site. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/4)

8. Prior to the occupation of the approved development, full details of both hard and soft landscape works shall be 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 (eg furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (eg 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 including the native hedge along the part of the north boundary; 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. Development shall be carried out in accordance with the approved details.

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 2006 policies 3/4, 3/11 and 3/12)

9. Prior to the occupation of the approved development a schedule of landscape maintenance for a minimum period of five years shall be submitted to and approved in writing by the local planning authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the landscaped areas are maintained in a healthy condition in the interests of visual amenity. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

10. Prior to the occupation of the approved development, a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small privately owned, domestic gardens, shall be submitted to and approved by the local planning authority in writing, for its permitted use. The landscape plan shall be carried out as approved.

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 2006 policies 3/4, 3/11 and 3/12)

11. All hard and soft landscape works shall be carried out in accordance with the approved details, and to a reasonable standard in accordance with the relevant recommendation of the appropriate British Standard or other recognised code of good practice. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed by the local planning authority in writing. The maintenance shall be carried out in accordance with the approved schedule. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the local planning authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the local planning authority gives its written consent to any variation.

Reason: To ensure provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved design. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

12. Prior to the occupation of the approved development a plan indicating the positions, design, materials and type of boundary treatment to be erected both around the perimeter of the site and individual plot boundaries shall be submitted to and approved in writing by the local planning authority. The boundary treatment shall be completed before the buildings are occupied and retained thereafter unless any variation is agreed in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure an appropriate boundary treatment is implemented. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

13. Notwithstanding the approved plans, prior to the installation of glazing on the north west elevation of the approved building, details of the proposed glazing shall be submitted to and approved by the local planning authority. Development shall be carried out and retained in accordance with the approved details.

Reason: To ensure that appropriate glazing is installed to improve security and surveillance around the building (Cambridge Local Plan 2006 policy 3/12)

14. No development of the approved development shall commence until such time as full details of all solar panels and/or photovoltaic cells, including type, dimensions, materials, location and fixing have been submitted to and approved in writing by the local planning authority. The area of panels shall not be less than the approved 18m². The development shall be carried out in accordance with the approved details for that phase.

Reason: To ensure that the details of development are acceptable. (Cambridge Local Plan 2006 policies 3/1, 3/4, 3/12 and 4/11)

15. The layout of the site shall be retained as approved by drawing 09-01716-002 Rev H unless otherwise agreed in writing with the local planning authority.

Reason: To ensure that the layout of the site is not altered in such a manner that noisy activities are located along the common boundary with the residential site. (Cambridge Local Plan 2006 policy 4/13).

16. The tool hire and customer trade areas shall remain the size shown on plan 09-1716-040 F hereby approved unless the prior written approval of the local planning authority is given to any variation, and those areas shall only be open for trade between the hours of 07:30 hours to 17:00 hours, Monday to Friday and 08:00 to 12:00 on Saturday and at no time on Sundays and Public Holidays.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2006 policy 4/13).

17. Except with the prior agreement of the local planning authority in writing, there should be no collection or deliveries to the site during the demolition and construction stages or in connection with the approved use outside the hours of 0900 hrs and 1830 hrs on Monday - Friday, 0800 hrs and 1300 hrs Saturday and there should be no collections or deliveries on Sundays or Bank and public holidays.

Reason: To protect the amenity of the adjoining properties and in the interests of highway safety. (Cambridge Local Plan 2006 policies 4/13 and 8/2)

18. No development shall take place within the site until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority.

Reason: To ensure that an appropriate archaeological investigation of the site has been implemented before development commences. (Cambridge Local Plan 2006 policy 4/9)

19. Details of any floodlighting or external lighting shall be submitted to and approved in writing by the local planning authority before the buildings hereby permitted are occupied. Development shall be carried out in accordance with the approved details.

Reason: To protect the amenity of adjoining properties and the biodiversity of the area. (Cambridge Local Plan 2006 policies 3/4 and 4/15)

20. Prior to the commencement of development, a site wide Demolition and Construction Environmental Management Plan (DCEMP) shall be submitted to and approved in writing by the local planning authority. The DCEMP shall include the consideration of the following aspects of demolition and construction:

a) Site wide demolition, construction and phasing programme.

- b) Contractors access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.
- c) Construction hours.
- d) Delivery times for construction purposes.
- e) Soil Management Strategy.
- f) Noise method, monitoring and recording statements in accordance with the provisions of BS 5228-1: 2009.
- g) Maximum noise levels for construction equipment, plant and vehicles.
- h) Vibration method, monitoring and recording statements in accordance with the provisions of BS 5228-2: 2009.
- i) Maximum vibration levels for construction equipment, plant and vehicles.
- j) Dust management and wheel washing measures in accordance with the provisions of London Best Practice Guidance: The control of dust and emissions from construction and demolition.
- k) Use of concrete crushers
- l) Prohibition of the burning of waste on site during demolition/construction.
- m) Site lighting.
- n) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
- o) Screening and hoarding details.
- p) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
- q) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
- r) External safety and information signing and notices.
- s) Liaison, consultation and publicity arrangements including dedicated points of contact.
- t) Consideration of sensitive receptors.
- u) Prior notice and agreement procedures for works outside agreed limits.
- v) Complaints procedures, including complaints response procedures.
- w) Membership of the Considerate Contractors Scheme.

Reason: To protect the amenity of local residents and highway users. (Cambridge Local Plan policy 3/4 and 8/2)

21. No development approved by this permission shall be commenced prior to a contaminated land assessment and associated remedial strategy, being submitted to the LPA and receipt of approval of the document/documents from the LPA. This applies to paragraphs a), b) and c). This is an iterative process and the results of each stage will help decide if the following stage is necessary.

(a) The contaminated land assessment shall include a desk study to be submitted to the LPA for approval. The desk study shall detail the history of the site uses and propose a site investigation strategy based on the relevant information discovered by the desk study. The strategy shall be approved by the LPA prior to investigations commencing on site.

(b) The site investigation, including relevant soil, soil gas, surface and groundwater sampling, shall be carried out by a suitable qualified and accredited consultant/contractor in accordance with a quality assured sampling and analysis methodology.

(c) A site investigation report detailing all investigative works and sampling on site, together with the results of the analysis, risk assessment to any receptors and a proposed remediation strategy shall be submitted to the LPA. The LPA shall approve such remedial works as required prior to any remediation commencing on site. The works shall be of such a nature as to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters. No development approved by this permission shall be occupied prior to the completion of any remedial works and a validation report/s being submitted to the LPA and receipt of approval of the document/documents from the LPA. This applies to paragraphs d), e) and f).

(d) 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.

(e) If, during the works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the LPA.

(f) Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved by the LPA. The closure report shall include details of the proposed remediation works and quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from site.

Reason: To protect future occupiers from pollution. (Cambridge Local Plan policy 4/13)

22. Prior to commencement of the development, full details of the specific type, quantity and positions of bins, boxes or any other means of on-site storage facilities for trade waste including recycling shall be submitted to and approved in writing by the local planning authority. The approved facilities and arrangements for the disposal of waste shall be provided prior to the occupation of the buildings hereby approved and shall be retained thereafter, unless alternative arrangements are agreed in writing by the local planning authority.

Reason: To ensure appropriate waste storage and collection facilities. (Cambridge Local Plan 2006 policy 3/12)

23. Prior to the occupation of the approved development details of the acoustic performance and integrity of the proposed acoustic boundary on the northern boundary with the neighbouring commercial site shall be submitted to and approved in writing by the local planning authority. The approved boundary treatment shall be provided prior to the first occupation of development and shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

Reason: To protect the amenity of local residents. (Cambridge Local Plan policy 3/4 and 4/13)

24. No development shall commence until a detailed scheme for the provision and implementation of surface water drainage in accordance with the submitted Flood Risk Assessment & Surface Water Drainage Strategy Foul Sewage and Utilities Assessment by Structa dated October 2011, referenced 2037-R002 Rev B has been submitted to and approved in writing by the local planning authority. The detailed scheme shall also include details of its adoption and maintenance. The drainage works shall be constructed in accordance with the approved details prior to the occupation of any part of the residential accommodation hereby approved.

Reason: In order to ensure adequate means of surface water drainage(Cambridge Local Plan 2006 policy 8/18).

25. No development shall commence until details of the foul water drainage has been submitted to and approved in writing by the local planning authority. These details shall also include details of its adoption and maintenance. The drainage works shall be constructed in accordance with the approved details prior to the occupation of any part of the residential accommodation hereby approved.

Reason: In order to ensure adequate means of foul water drainage (Cambridge Local Plan 2006 policy 8/18)

26. 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)

27. Prior to the occupation of the approved development, a Travel Plan shall be submitted to and approved in writing by the local planning authority, which will include how the approved Plan shall be communicated to all employees. The Travel Plan shall be implemented and monitored according to the provisions approved by the local planning authority.

Reason: To avoid an unacceptable transport impact, and to increase sustainability, limit pollution, and mitigate any air quality impact of the development. (Cambridge Local Plan (2006) policies 3/1, 4/13, 4/14 and 8/2)

28. No deliveries to the site shall take place from the public highway

Reason: In the interests of highway safety (Cambridge Local Plan 2006, policy 8/2)

29. The access road to the site shall be hard surfaced, without loose material, for a distance of at least 6m from its junction with the public highway.

Reason: To ensure debris is not spread on to the public highway. (Cambridge Local Plan 2006, policy 8/2)

30. Prior to the commencement of the first use all vehicular access where it crosses the public highway shall be laid out and constructed in accordance with the Cambridgeshire County Council construction specification.

Reason: In the interests of highway safety and to ensure satisfactory access into the site. (Cambridge Local Plan 2006, policy 8/2)

31. Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) Order 1995, (or any order revoking, amending or re-enacting that order) no gates shall be erected across the approved access unless details have first been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety (Cambridge Local Plan 2006, policy 8/2)

32. The accesses shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway or future public highway, in accordance with a scheme submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority.

Reason: To prevent surface water discharging to the highway. (Cambridge Local Plan 2006, policy 8/2)

33. Access and manoeuvring space shall be retained as shown on the approved drawings and shall be kept free of obstruction at all times.

Reason: In the interests of highway safety (Cambridge Local Plan 2006 policy 8/2)

34. The access shall be provided as shown on the approved drawings and a width of access of 5 metres provided for a minimum distance of 10 metres from the highway boundary and retained free of obstruction.

Reason: In the interests of highway safety (Cambridge Local Plan 2006 policy 8/2)

Informative This development involves work to the public highway that will require the approval of the County Council as Highway Authority. It is an OFFENCE to carry out any works within the public highway, which includes a public right of way, without the permission of the Highway Authority. Please note that it is the applicant's responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council.

Informative Public Utility apparatus may be affected by this proposal. Contact the appropriate utility

Informative The Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Draft Supplementary Planning Document provides further details on the responsibilities of the developers and the information required for adequate Waste and Recycling requirements. It can be found at the City Councils website on;
<http://www.cambridge.gov.uk/ccm/content/environment-and-recycling/pollution-noise-andnuisance/land-pollution.en>.

INFORMATIVE: New development can sometimes cause inconvenience, disturbance and disruption to local residents, businesses and passers by. As a result the City Council runs a Considerate Contractor Scheme aimed at promoting high standards of care during construction. The City Council encourages the developer of the site, through its building contractor, to join the scheme and agree to comply with the model Code of Good Practice, in the interests of good neighbourliness. Information about the scheme can be obtained from The Considerate Contractor Project Officer in the Planning Department (Tel: 01223 457121).

INFORMATIVE: This planning permission should be read in conjunction with the associated deed of planning obligation prepared under s.106 of the Town and Country Planning Act 1990 (as amended). The applicant is reminded that under the terms of the s106 Agreement you are required to notify the City Council of the date of commencement of development.

Reasons for Approval

1. This development has been approved subject to conditions and the prior completion of a section 106 planning obligation (/a unilateral undertaking), because subject to those requirements it is considered to conform to the Development Plan as a whole, particularly the following policies:

Cambridgeshire and Peterborough Structure Plan 2003: P6/1
P9/8

Cambridge Local Plan (2006):
3/1,3/4,3/6,3/7,3/11,3/12,4/4,4/11,4/13,4/14,4/15,7/3,8/1

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.

3. In reaching this decision the local planning authority has acted on guidance provided by the National Planning Policy Framework, specifically paragraphs 186 and 187. The local planning authority has worked proactively with the applicant to bring forward a high quality development that will improve the economic, social and environmental conditions of the area.

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 or visit our Customer Service Centre, Mandela House, 4 Regent Street, Cambridge, CB2 1BY between Mon 8am - 5:15pm, Tues, Thurs & Fri 9am - 5:15pm, Weds 9am - 6pm.

Unless prior agreement has been obtained from the Head of Planning, in consultation with the Chair and Spokesperson of this Committee to extend the period for completion of the Planning Obligation required in connection with this development, if the Obligation has not been completed by 31st December 2013, or if Committee determine that the application be refused against officer recommendation of approval, it is recommended that the application be refused for the following reason(s):

The proposed development does not make appropriate provision for the safeguarding for the Strategic Cycle Network as detailed in Protection and Funding of Routes for the Future Expansion of the City Cycle Network and in accordance with Cambridge Local Plan 2006 policy 8/5.

In the event that an appeal is lodged against a decision to refuse this application, DELEGATED AUTHORITY is given to Officers to complete a section 106 agreement on behalf of the Local Planning Authority, in accordance with the requirements of the Planning Obligation Strategy.