

Application Number	13/1594/FUL	Agenda Item	
Date Received	31st October 2013	Officer	Ms Janine Richardson
Target Date	30th January 2014		
Ward	Abbey		
Site	Land Off Barnwell Road (Marshall Aerospace) Peverel Road Cambridge Cambridgeshire		
Proposal	Erection of B1 building for use by Marshall Aerospace and Defence Group, car and cycle parking, access road, level changes, new boundary treatments and landscaping.		
Applicant	The Airport Cambridge CB5 8RX		

<p>SUMMARY</p>	<p>The development accords with the Development Plan for the following reasons:</p> <p>The principle of the use of the land for employment will facilitate the relocation of works for the redevelopment of the land north of Newmarket Road for residential purposes.</p> <p>The scale, massing and design of the building are appropriate and there will not be an adverse impact on residential amenity.</p> <p>The proposal will make appropriate improvements to the Barnwell Drive/Barnwell Road junction to improve the crossing for cyclists and pedestrians.</p>
<p>RECOMMENDATION</p>	<p>APPROVAL</p>

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The site comprises land between Barnwell Drive and Peverel Road at the rear of the Quorum business units and Barnwell Business Park. The site is 0.84 hectares in size. The site is currently fallow land and has an irregular shape with part of it comprising a relatively long thin section fronting Barnwell Drive (which is part of a plantation woodland area). Access to the site is from Barnwell Drive.
- 1.2 To the north of the site are terraced houses on Peverel Road, to the west the car park for the Quorum, to the east allotment gardens that abut mainly semi-detached properties on Sunnyside and to the south are the small scale business units on Barnwell Business Park.
- 1.3 The site (and the Peverel Road allotments site adjacent) is allocated as site 9.14 for residential development in the Cambridge Local Plan (2006). There are no tree preservation orders on the site and it site falls outside the controlled parking zone. The site falls within the Airport Safeguarding Zone of Marshalls Airport.

2.0 THE PROPOSAL

- 2.1 The application is for the erection of a 2,680sqm building, for use class B1 (Business office use, which includes research and development of products and processes and light industry). The building would be used by Marshall's Aerospace and Defence Group for the assembly of aircraft structures and components with between 40-50 employees. The applicant has advised that the premises presently used by Marshall for these purposes are located at its North Works, north of Newmarket Road. These premises will need to be relocated to facilitate an outline application for the development of the site north of Newmarket Road (known as Wing) which is currently under consideration by South Cambridgeshire District Council (SCDC) but would be reported to the Fringe Sites Joint Development Control Committee for determination in due course.
- 2.2 The proposal includes access onto Barnwell Drive, level changes within the site, new boundary treatment and landscaping. 47 car parking spaces are proposed and 92 cycle parking spaces.

2.3 The application is accompanied by the following supporting information:

1. Design and Access Statement
2. Planning Statement
3. Transport Assessment and Supplementary report dated May 2014
4. Surface Water Drainage Statement
5. Sustainability Statement and checklist
6. Phase 1 Habitat Survey
7. Plans, sections and elevations

2.4 Amended plans have been received which show the following revisions:

The reduction of car parking spaces to 47 and an increase in cycle parking spaces to 92.

3.0 SITE HISTORY

Reference	Description	Outcome
C/00/0907/OP	Erection of Buildings (3000 sqm) for Class B1 business use (outline application)	A/C, S106
C/04/0983/RM	Erection of B1 (c) building for use by Marshall Aerospace Ltd. Level changes, car parking, new boundary treatment and landscaping.	A/C

4.0 PUBLICITY

4.1 Advertisement:	Yes
Adjoining Owners:	Yes
Site Notice Displayed:	Yes

5.0 POLICY

5.1 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2006	Local	3/1 3/4 3/7 3/11 3/12 4/13 4/14 4/15 5/1 7/1 7/2 8/2 8/3 8/4 8/6 8/9 8/10 8/13 8/16 8/18 9/1 9/2 9/3 9/4 9/5 9/6 9/7 9/8 9/9 10/1
Cambridge Area Action Plan 2008	East Plan	CE/3 CE/35

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

Central Government Guidance	National Planning Policy Framework March 2012 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95
Supplementary Planning Guidance	Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)

	<p>Planning Obligation Strategy (March 2010)</p> <p>Public Art (January 2010)</p> <p>Sustainable Design and Construction Supplementary Planning Document (June 2007)</p>
	<p><u>City Wide Guidance</u></p> <p>Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001).</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Strategic Flood Risk Assessment (2005)</p> <p>Cambridge City Council (2011) - Open Space and Recreation Strategy</p> <p>Cambridge Walking and Cycling Strategy (2002)</p> <p>Air Quality in Cambridge Developers Guide (2008)</p>
	<p><u>Area Guidelines</u></p> <p>Cambridge City Council (2002) Eastern Corridor Area Transport Plan:</p>

5.3 Status of Proposed Submission – Cambridge Local Plan

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For Cambridge, therefore, the emerging revised Local Plan as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.

For the application considered in this report, the following policies in the emerging Local Plan are of relevance:

Policy 2: Spatial Strategy for the location of employment development.

Policy 12: Cambridge East

Policy 40: Development and expansion of business space.

South Cambridgeshire Submission Local Plan 2013

Policy SS/3 – Cambridge East

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

6.1 Following review of the Transport Statement and supporting documentation, the assessment considered acceptable to the County Council subject to the following being secured through S106 agreement:

- ECATP Contribution - £147,292.80
- The applicant should carry out works to enlarge and lengthen the Pedestrian/ Cycle refuge in the bellmouth of Barnwell Drive in accordance with drawing RD1316/2, subject to approval at detailed design and Safety Audit.
- A Travel Plan should be submitted to the County Council for approval prior to occupation of the Development, which should

be reviewed following the baseline surveys which should be carried out 6 months after to first occupation.

Head of Refuse and Environment

- 6.2 No objection. Recommend conditions for standard construction/delivery hours, piling, plant/building noise, insulation and lighting.

Property (Chief Estates Surveyor)

- 6.3 The City Council owns and manages Barnwell Business Park and Barnwell House which are accessible only via Barnwell Drive. Barnwell Drive is a busy route providing the only vehicular and pedestrian access to and from Barnwell House, Barnwell Business Park, and gateways to some existing Marshall Aerospace industrial premises. There are currently no parking restrictions on Barnwell Drive leading to extensive parking of cars on both sides of the highway. This parking severely restricts visibility for drivers of vehicles when making access and egress to and from the Business Park onto Barnwell Drive. Concern that the development as proposed would lead to increased traffic flows and further reduce road safety in this vicinity. This issue should be addressed and could include improvements to the junction of Barnwell Drive and Barnwell Road.

Senior Sustainability Officer (Design and Construction)

- 6.4 Reference to targets set for improving the environmental impact of materials used in constructing the development is welcomed. It is noted no measures are being implemented to reduce potable water consumption within the scheme. Recommend that items that use potable water are specified to be water efficient, for example efficient sanitary ware. The use of photovoltaic panels to meet the 10% renewable energy requirement will slightly exceed this level which is supported.

Head of Streets and Open Spaces (Landscape Team)

- 6.5 The proposed landscaping will do little to mitigate the visual impacts of the building which will negatively impact on the amenity of the neighbouring properties. Further information is

required on the construction and appearance of the proposed retaining wall which lines the access drive to allay concerns about the potential impact on the existing planting. Structure Planting plan is supported, suggest Aspen is eliminated as will seed easily and may be a problem for neighbours. Question the layout of the area to the south of the building as not that welcoming and there will be limited amenity value of the 'amenity landscape area'. Should the application be approved recommend conditions for detailed hard and soft landscaping, landscape works maintenance and boundary treatments.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

- 6.6 The surface water drainage scheme is supported but to ensure an appropriate level of treatment to the surface water runoff and prevent pollution of the natural environment it is recommended that external areas that are used by vehicles are permeable. This could be sought by way of condition.

Head of Streets and Open Spaces (Nature Conservation Officer)

- 6.7 Satisfied with the Phase 1 survey and suggested enhancements to include within the associated landscape scheme.

Ministry of Defence

- 6.8 The MOD has no safeguarding objections to this proposal.

Fire Authority

- 6.9 Adequate provision should be made for fire hydrants. It should be minded that Cambridgeshire Fire & Rescue Service have a non-standardised Fire Appliance.

South Cambridgeshire District Council (Planning and New Communities)

- 6.10 No objections to the proposals. Refer to the proposals for the development of land to the north of Newmarket Road, known as Wing and that this development as a strategic site for a sustainable urban extension of the city will result in much

needed housing and facilities to the east of Cambridge. The development of Marshall land elsewhere, in appropriate, sustainable locations, will help facilitate the relocation of employment uses that will eventually be needed to accommodate the new housing that Wing will provide. The retention of jobs in or close to Cambridge is important to the ongoing economic success of both the districts and is a key material planning consideration that should be given sufficient weight in the decision-making process.

Cambridgeshire County Council (Archaeology)

- 6.11 Recommend a condition that the site should be subject to a programme of archaeological investigation.
- 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:

Office 9, Barnwell House, Barnwell Business Park
18 Sunnyside
68 Peverel Road

- 7.2 The representations can be summarised as follows:

- Limited access to the site and therefore excessive traffic consisting of cars and large lorries. Insufficient parking for these vehicles. There is already an overflow of Marshall's employee's cars along Barnwell Drive.
- The continued increase in volume of traffic and noise in the area is already having a negative impact on the neighbourhood. Further increase in traffic will only add to the noise levels.
- Completely against proposal. Despite Marshall's airport being so close the neighbourhood is quiet and traffic free. Having allotments attached to garden is important and they should not be replaced by car parks and additional corporate buildings.

- Proposal will increase volume of traffic and noise in area and exhaust pollution. Children play in neighbourhood and concerned for their safety on streets because of the increase in traffic.
- No need for further parking for Marshalls when the Park & Ride is easily accessible to all their staff and visitors.
- No invitation to discuss this in an open forum for residents to voice their concerns.

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. Renewable energy and sustainability
4. Drainage and landscape
5. Disabled access
6. Residential amenity
7. Refuse arrangements
8. Highway safety
9. Car and cycle parking
10. Third party representations
11. Planning Obligation Strategy

Principle of Development

8.2 This application seeks to re-establish permission for a B1 use building and external layout which was previously granted outline planning consent in 2002 (reference C/00/0907/OP) and detailed reserved matters approval (reference 04/0983/RM) in 2004. The planning consent was not implemented and expired on 23 November 2008. The outline consent, Section 106 agreement and reserved matters approval were considered under the Cambridge Local Plan 1996. Since then the Cambridge Local Plan 2006 came into effect and there is now the submitted Cambridge Local Plan 2014: Proposed Submission. The site has been allocated for a range of purposes through these plans. The next sections of this report

will explain the relevant policies of these plans and the position that is now considered relevant in the determination of this application.

Cambridge Local Plan 1996

- 8.3 The Cambridge Local Plan 1996 (Policy ET1, Site No. 10.4 Barnwell Drive/Peverel Road) allocated a 0.89 hectare site (approximately the same as the application site which is 0.84 hectares) for new B1 (c) employment development. Establishing the council's long-term approach to selective management of the economy, policy ET2 of the Cambridge Local Plan 1996 permitted new employment development where the development was for small new industrial and storage uses within uses B1 (c), B2 and B8 generally up to a maximum floorspace of 1,850 sqm in any one unit. Policy ET3 of the Cambridge Local Plan 1996 allowed development for existing firms for their own expansion and use. Under this policy, permission was granted for a B1 use building.

Cambridge Local Plan 2006

- 8.4 Although the outline and reserved matters applications were approved prior to the adoption of the Cambridge Local Plan 2006, the permissions were never implemented. The Cambridge Local Plan 2006 (site 9.14) allocated a 1.44 hectare site (the application site and the Peverel Road allotments) for housing. At this time, it was envisaged that the housing allocation would come forward as a result of the relocation of the airport and the expected subsequent relocation of the neighbouring business uses within the Cambridge East area. However, in the light of Marshall's decision to remain at Cambridge Airport for the foreseeable future, the application site remains in close proximity to a number of employment uses. It is not considered suitable for new residential development without the relocation of the airport and the adjacent business uses, due to access and environmental health issues.
- 8.5 Policy 5/1 Housing Provision of the Cambridge Local Plan 2006 states that sites allocated for residential use are safeguarded and development for alternative uses is not permitted except as provided for in policies 9/4 to 9/9 (development in the urban extensions) or if it is for additional floorspace for established firms for their own occupation and use on their existing site.

The first criterion is not relevant to the proposed development as the site is not within an urban extension site. The second criterion is more complicated as the proposed development is for an established firm (Marshalls) for their occupation and use, but it is not on their existing site. However, the release of this site for employment purposes specifically for Marshall could allow the relocation of part of their North Works in order to free up land at North of Newmarket Road for residential development.

- 8.6 Policy 7/2 Selective Management of the Economy within the Cambridge Local Plan 2006 restricts employment development proposals to those that meet one of the four criteria in this policy. The criterion that would apply most readily to the proposed development is criterion (c), which only allows for developments in use classes B1(c), B2 or B8 where they are of a limited scale (up to 1,850 sqm). Paragraph 7.15 of the Cambridge Local Plan 2006 sets out the reasons for this restriction. The proposal is for 2,680 sqm of B1(c) use, higher than the maximum allowed. However, the final sentence of this policy states that this policy does not apply to development by established bodies for their own occupation and use. Further detail on this exemption can be found in paragraph 7.17 of the plan. An established body is defined as been in Cambridge in its current lawful use for five or more years. Marshalls Aerospace and Defence Group have been operating in Cambridge for far longer than this time limit and hence this policy restriction on the amount of B1(c), B2 or B8 floorspace does not apply.

Cambridge Local Plan 2014: Proposed Submission

- 8.7 The Cambridge Local Plan 2014: Proposed Submission (that has been submitted) document no longer has a restriction on the amount of new B1(c), B2 or B8 floorspace that can be developed. Furthermore, due to the timing of phasing of development on Cambridge East having changed, Policy 12: Cambridge East within the Cambridge Local Plan 2014: Proposed Submission is proposed to replace Policies CE/3 and CE/35 of the Cambridge East Area Action Plan. The Marshall Group had been actively looking into relocation options for their airport activities since 2006. In 2010, they announced that they did not have a deliverable relocation option and they intended to remain at Cambridge Airport for the foreseeable future. This new policy allows specific, smaller parcels of land to come

forward in advance of the main airport site. The land North of Newmarket Road is specifically addressed in this policy and in a matching policy SS/3 Cambridge East in the South Cambridgeshire Submission Local Plan. The development of this site would require the relocation of the North Works, as has previously been stated. This application relates to a use which is currently housed on the North Works site.

- 8.8 The application site and adjacent allotments were assessed by the council when drawing up the Open Space and Recreation Strategy 2011 (Site A26 Peverel Road Allotments). This site was put forward as Protected Open Space through the Open Space and Recreation Strategy as it accommodates allotments on one part of the site. The remainder of the site which lies fallow was considered to have the potential to accommodate allotments, for which there was a recognised high level of demand at that point in time. The proposed designation of the fallow land is in keeping with the criteria in the Cambridge Local Plan 2006 for assessing open space which also addresses areas of land which could be used for recreational purposes. It was noted at the time of carrying out the survey work for the Open Space and Recreation Strategy during 2011 that allotment usage in Cambridge was high with significant waiting lists for a number of sites. As such, it was considered appropriate to identify this area as Protected Open Space. During consultation on the Draft Open Space and Recreation Strategy in 2011, the Council did not receive any specific representations on the proposed designation of this site for Protected Open Space. The whole site (reference A26 Peverel Road Allotments) was considered worthy of protection for both environmental and recreational purposes. However, the qualitative assessment of the site highlighted some inadequacies in the allotment provision.
- 8.9 In conclusion, it is recognised that the site has previously been subject to planning consent for an employment use and that the site does not represent a high quality site for residential use, given current constraints which will continue to affect the site for the foreseeable future. Whilst it would be desirable to see further allotments provided on the application site, it is also recognised that this is not practical under current land ownership and bearing in mind Marshall's aspirations for the land. The principle of the use of the land for employment, to facilitate the relocation of works for the redevelopment of the

land north of Newmarket Road, is therefore considered acceptable and in accordance with Cambridge Local Plan 2006.

Context of site, design and external spaces

- 8.10 The context of the site is very similar to when the previous application was considered albeit with the spinney and the boundary trees and hedges more established. The proposed building is located on the northwest side of the site and is sited 5m away from the boundary of the properties on Barnes Close and Peverel Road. The design incorporates a gradually curved convex roof, to a height of 9m. The character and appearance of the building is appropriate and it will form a successful transition between the larger scale buildings on the main Marshall's site and Barnwell Business Park with the smaller scale residential properties that it borders. The proposed site sections demonstrate the comparable scale, in terms of height, of the buildings between the residential and industrial uses. The residential properties on Barnes Close and Peverel Road are approximately 7.5-8.5m high. The proposed building is at a maximum of 9m high so it is considered that this difference would not be detrimental to the character of the area. The buildings presence will to some degree be softened by the substantial planting proposed and it would not appear intrusive set against the context of the adjacent business park units and Marshall's hangars to the south.
- 8.11 The building would be a palette of composite sheet cladding with buff brickwork proposed to the south east facing elevation and part of the northeast elevation. Condition 4 is recommended for samples of these materials to ensure the quality and colour is appropriate.
- 8.12 A new 2.4m high chain link fence is proposed on the eastern side of the site where it is exposed to the allotments and where the site abuts Barnwell Drive. Proposed landscaping incorporates a newly planted hedge along the northern and eastern boundaries that meets up with the retained spinney that faces Barnwell Drive. Conditions 6, 7 and 8 are recommended for full details of the boundary treatments to ensure that they are appropriate and that a suitable native species for the hedge is achieved. The proposed hard landscaping and amenity area for employees at the front of the building can be improved to ensure that this is a well-designed, welcoming space for visitors

and workers. This should include a suitable buffer from the surrounding car parking spaces and details of the hard landscaping materials for the area. Condition 6 is therefore recommended.

- 8.13 The Nature Conservation Officer is satisfied with the submitted Phase 1 ecology survey and the suggested ecological enhancements for including within the associated landscape scheme. These include reptile houses, wildflower grassland planting, bird boxes in woodland and native/wildlife attracting tree and shrub planting in landscaping. Condition 9 is recommended to ensure these are implemented.
- 8.14 In my opinion, subject to the conditions as recommended, the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12.

Renewable energy and sustainability

- 8.15 Policy 8/16 of the Local Plan requires major developments to meet at least 10% of their energy requirements through the use of on-site renewable energy. In order to meet the 10% the use of 100 sqm of photovoltaic panels is proposed, with the panels facing south east with an inclination of 15 degrees. This approach is supported as the calculations show a reduction in emissions which slightly exceeds the 10% requirement. The applicant has submitted a sustainability statement and checklist to demonstrate that the proposal is in line with the principles of sustainable development. This includes targets set for improving the environmental impact of the materials used in constructing the development. The sustainability officer has highlighted that no measures to reduce potable water consumption are included within the scheme and it has been recommended to the applicant for any items that use potable water that they should be specified to be water efficient.
- 8.16 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) policies 3/1, 8/16 and the Sustainable Design and Construction SPD 2007.

Sustainable Drainage

- 8.17 The surface water drainage statement submitted sets out the mitigation measures and sustainable drainage system for the proposal to deal with the development's surface water run-off and prevent flood risk. The Sustainable Drainage Engineer is supportive of the surface water scheme subject to a condition to secure the use of permeable external areas to ensure an appropriate level of treatment to the surface water runoff and prevent pollution of the natural environment. Condition 5 is recommended to ensure that this is implemented. The proposal is considered in accordance with Cambridge Local Plan (2006) policies 3/1 and 4/13.

Disabled access

- 8.18 Level access will be provided for the building, accessible toilets are proposed and an accessible lift for access to the first floor accommodation. Parking for people with disabilities will be provided adjacent to the main entrance. In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

Public Art

- 8.19 The proposal does not include specific provision of public art to be incorporated within the design or external areas of the building or landscape. Whilst the external area of the building can be considered public there would be limited public visiting the site given its location and that it is of business use. It would be more appropriate in this case to secure an off-site contribution which can contribute to funding towards the S106 Public Art Initiative to which the applicant has agreed. This will be in accordance with the Public Art SPD 2010.
- 8.20 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/7 and 10/1 and the Public Art SPD 2010.

Residential Amenity

- 8.21 The use class of the proposed building is light industrial and, as such, it should be able to operate comfortably without any significant harm to residential amenity in terms of noise and disturbance. The applicants propose the building to be used as

a production area for the assembly of fuel tanks to be fitted into aircraft. The works will comprise the manual assembly of components from suppliers using limited machinery on a moving assembly line. A narrow section of the building is to be used for mainly office and ancillary uses extending to the first floor.

8.22 Subject to a condition for plant and building noise insulation (Condition 13) to ensure that noise levels are acceptable Environmental Health officers raise no objection to the proposal. Conditions are also recommended for the construction phases to restrict construction hours (Condition 10), collections and deliveries (Condition 11) and details for noise mitigation from piling works (Condition 12) should they be required. The proposed layout for the site has the servicing, access and vehicular movement located away from the residential boundaries which will minimise potential harm or disturbance. To ensure that residential amenity is protected from the proposed external lighting (Condition 14) is recommended for full details to be submitted. The previous permission restricted the hours of working/delivery on site to avoid the potential effects of night working/late deliveries to protect residential amenity which I consider should also be applied (Condition 19). I am satisfied that these conditions will adequately control potential harm from light and noise.

8.23 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, 4/13 and 4/15.

Refuse Arrangements

8.24 The arrangements for the storage of waste from the development are at the service area of the building, away from residential properties. Condition 18 is recommended for full details to be submitted to ensure appropriate arrangements are made for waste for recycling and that the area indicated for skip storage is appropriate and adequately screened.

8.25 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12 and advice provided by the Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide.

Highway Safety and Travel Plan

- 8.26 The applicants have submitted a revised transport assessment which considers all trips occurring in the AM and PM peak periods, and therefore presents a worst case scenario which the County Council is now satisfied with. The analysis of these trips in the peak periods demonstrate that the junction on Barnwell Road/Barnwell Drive will perform within capacity. The traffic impact on the road network associated with the proposed development is therefore considered acceptable. In order to facilitate the crossing of the junction of Barnwell Drive/Barnwell Road by pedestrians and cyclists to encourage and support trips carried out by sustainable transport modes, the County Council require the pedestrian/cycle refuge to be enlarged. The principle of the proposed works has been agreed and the applicant has agreed to fund the cost of these improvements. The works shall be carried out by the applicant rather than a contribution for the County Council to deliver the works. This requirement and details of the scheme to be delivered can be secured through a Section 106 Agreement.
- 8.27 Advice was given to the applicants that they should provide commitment to providing hard measures that would need to be designed into the building and thought about at an early stage, prior to the submission of a Travel Plan on occupation of the development. The applicants have provided a copy of the Marshalls work place travel plan which is currently under review. The plan identifies a number of hard measures such as covered cycle racks, showers and changing facilities which is supported and should be implemented as part of the scheme design to encourage those travelling to the site by sustainable modes. The revised Travel Plan should be submitted for approval prior to the occupation of the development to ensure that staff are incentivised to travel to work in a sustainable way. This requirement can be secured through the Section 106 Agreement.
- 8.28 Some representations received raise concern of the additional traffic in the local area that the proposal could create. The applicant has proposed measures to reduce the amount of travel by car by employees and the highway authority has raised no objections on the grounds of highway safety. Improvements are proposed to the junction of Barnwell

Drive/Road for pedestrians and cyclists. In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/2 and 8/3.

Car and Cycle Parking

Car Parking

- 8.29 Under the Cambridge Local Plan 2006 car parking standards, 67 spaces would be the maximum level permissible for an office floor area of 2,680 sqm. The proposed number of car parking spaces is 47 spaces. This has been amended since receipt of the application from 54 spaces, to reduce the impact on air quality in line with the guidance set out in the Air Quality in Cambridge Developers Guide 2008 and to allow space for the additional provision of cycle spaces at the front of the building to encourage more trips by staff to work by cycle.
- 8.30 The standards require that 5% of the car parking spaces should be reserved for disabled people. Four spaces are proposed directly outside the front of the main entrance to the building. This provision meets the standards requirement.
- 8.31 Some representations received raise concern that there is insufficient car parking proposed and that there is an issue of extensive parking already along Barnwell Drive. There is parking along Barnwell Drive but this is within current parking restrictions and is from businesses within the local area. The applicant has taken measures that will encourage staff to use alternative means of travel with sufficient cycle parking and a revised Travel Plan. With these measures, and that the car parking standards are a maximum level, it is considered that the proposal is acceptable.

Cycle Parking

- 8.32 The standards require 89 cycle parking spaces including some visitor parking. The proposal now proposes 92 secured cycle spaces to be located at the front of the building to meet this requirement. Details of the shelters these are required to ensure that they are secure and of an acceptable design can be secured through Condition 15.

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

Third Party Representations

8.34 Most of the representations received relate to concerns of car parking and highway safety which have been addressed in the relevant sections of this report. Wide consultation was carried on the proposals with letters to individual properties and site notices displayed in the local area. The applicant has been in contact with local residents since representations were received to explain the proposals.

Planning Obligations

8.35 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. The Planning Obligation Strategy (2010) provides a framework for expenditure of financial contributions collected through planning obligations. The Public Art Supplementary Planning Document 2010 addresses requirements in relation to public art. The applicants have indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Strategy and relevant Supplementary Planning Documents. The proposed development triggers the requirement for the following community infrastructure:

Transport

- 8.36 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 J229.
- 8.37 Using the County Council standard figures for the number of trips likely to be generated by a B1 use (B1 two way daily trip rate, per 100sqm = 24) contributions have been calculated as follows.

Eastern Corridor Area Transport Plan				
Existing daily trips (all modes)	Predicted future daily trips (all modes)	Total net additional trips	Contribution per trip	Total J
0	643.2	643.2	J229	J147,292.80

- 8.38 Subject to the completion of a S106 planning obligation to secure this infrastructure provision, I am satisfied that the proposal accords with Cambridge Local Plan (2006) policies 8/3 and 10/1 and the Planning Obligation Strategy 2010.

Public Art

- 8.39 The development is required to make provision for public art and officers have recommended as set out in paragraphs 8.19 to 8.20 above that in this case a commuted public art payment to the S106 Public Art Initiative is appropriate. This commuted sum needs to be secured by the S106 planning obligation.
- 8.40 Subject to the completion of a S106 planning obligation to secure this infrastructure provision, I am satisfied that the proposal accords with Cambridge Local Plan (2006) policies 3/7 and 10/1 and the Public Art SPD 2010.

Monitoring

- 8.41 The Planning Obligation Strategy (2010) requires that all new developments contribute to the costs of monitoring the implementation of planning obligations. It was agreed at Development Plans Scrutiny Sub-Committee on 25 March 2014 that from 1 April 2014 monitoring fees for all financial and non-financial planning obligations will be 5% of the total value of those financial contributions (up to a maximum of £50,000) with the exception of large scale developments when monitoring costs will be agreed by negotiation. For this application a monitoring fee of 5% of the total value of the contributions is required.

Planning Obligations Conclusion

- 8.42 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 principle of the use of the land for employment will facilitate the relocation of works for the redevelopment of the land north of Newmarket Road. It is considered that the scale, massing and design of the building are appropriate and there will not be an adverse impact on residential amenity. The proposal will make appropriate improvements to the Barnwell Drive/Barnwell Road junction to improve the crossing for cyclists and pedestrians. From inspection of the site and its surroundings and taking into consideration the application and all supporting information and relevant correspondence and documentation, I am satisfied that this proposal is compliant with national and local planning policy.

10.0 RECOMMENDATION

APPROVE subject to the completion of a s106 Agreement and 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. 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)

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, 3/12 and 3/14)

5. The external hard surfaced areas to be used by vehicles shall be constructed with permeable surfacing. No external hard surfaced areas shall be constructed until details of the surfacing has been submitted to and agreed with the local planning authority. The development shall be implemented in accordance with the agreed details.

Reason: To ensure an appropriate level of treatment to the surface water runoff and prevent pollution of the natural environment (Cambridge Local Plan 4/13).

6. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (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; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

7. No development shall take place until a schedule of landscape maintenance for a minimum period of five years has been submitted to and approved in writing by the local planning authority. The schedule shall include details of the arrangements for its implementation and allow for the replacement of filed plants for no less than 5 years. Failures must be replaced within the next suitable planting season.

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)

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

9. The recommendations as set out in part 6 of the Phase 1 Habitat Survey dated January 2014, JBA Consultancy Services Ltd shall be carried out/ installed prior to occupation of the building.

Reason: To enhance the local wildlife and improve biodiversity (Cambridge local Plan 2006 policy 4/3).

10. Except with the prior written agreement of the local planning authority no construction work or demolition shall be carried out or plant operated other than between the following hours: 0800 hours to 1800 hours Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

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

11. 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 outside the hours of 0700 hours and 1900 hours on Monday - 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. (Cambridge Local Plan 2006 policy 4/13)

12. In the event of the foundations for the proposed development requiring piling, prior to the development taking place the applicant shall provide the local authority with a report / method statement for approval detailing the type of piling and mitigation measures to be taken to protect local residents noise and or vibration. Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted in accordance with the provisions of BS 5228-1:2009 Code of Practice for noise and vibration control on construction and open sites. Development shall be carried out in accordance with the approved details. Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

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

13. Before the development/use hereby permitted is commenced, a scheme for the insulation of the building(s) and/or plant in order to minimise the level of noise emanating from the said building(s) and/or plant shall be submitted to and approved in writing by the local planning authority and the scheme as approved shall be fully implemented before the use hereby permitted is commenced.

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

14. Details of any proposed floodlighting or external lighting shall be submitted to and approved in writing by the local planning authority before the use hereby permitted commences. Development shall be carried out in accordance with the approved details.

Reason: In the interests of amenity. (Cambridge Local Plan 2006 policies 3/11 and 4/15)

15. 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)

16. No development shall commence until a scheme for the provision and location of fire hydrants to serve the development, has been submitted to and approved in writing by the local planning authority. No development shall take place otherwise than in accordance with the approved scheme.

Reason: To ensure adequate water supply is available for emergency use (Cambridge Local Plan 2006 Policy 3/1).

17. No development shall take place until the details of the external plant area including its design, height, materials, finish and specification of plant to be installed within it, have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To protect the amenities of nearby residents/occupiers and in the interest of visual amenity. (Cambridge Local Plan 2006 policies 3/4 and 3/12)

18. Prior to the commencement of the use hereby permitted, the on-site storage 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. (Cambridge Local Plan 2006 policies 3/4 and 3/12)

19. Unless otherwise agreed in writing by the Local Planning Authority no machinery shall be operated, no process shall be carried out and no deliveries taken at or despatched from the site outside the following times: 07.30 - 18.00 Monday - Friday and 08.00 - 13.00 Saturday, nor at any time on Sundays, Bank or Public holidays.

Reason: To protect the amenities of nearby residents/occupiers (Cambridge Local Plan policies 3/4, 3/7, 4/13 and 4/15).

20. To satisfy standard condition 12 (Noise Insulation), the rating level (in accordance with BS4142:1997) from all plant and equipment, vents etc (collectively) associated with this application should be less than or equal to the existing background level (L90) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

Tonal/impulsive noise frequencies should be eliminated or at least considered in any assessment and should carry an additional 5 dB(A) correction. This is to guard against any creeping background noise in the area and prevent unreasonable noise disturbance to other premises. This requirement applies both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 5 minute period).

It is recommended that the agent/applicant submits a noise prediction survey/report in accordance with the principles of BS4142: 1997 "Method for rating industrial noise affecting mixed residential and industrial areas" or similar, concerning the effects on amenity rather than likelihood for complaints. Noise levels shall be predicted at the boundary having regard to neighbouring premises.

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

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

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.

2. 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 22 August 2014 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 transport mitigation measures, travel plan requirements, public art, and monitoring costs in accordance with Cambridge Local Plan 2006 policies 3/7, 3/8, 3/12, 5/5, 5/14, 8/3 and 10/1 and as detailed in the Planning Obligation Strategy 2010, the Eastern Corridor Area Transport Plan 2002 and the Public Art Supplementary Planning Document 2010.

3. In the event that the application is refused, and an Appeal is lodged against the decision to refuse this application, delegated authority is sought to allow officers to negotiate and complete the Planning Obligation required in connection with this development