

Application Number	14/0696/FUL	Agenda Item	
Date Received	9th May 2014	Officer	Miss Catherine Linford
Target Date	4th July 2014		
Ward	East Chesterton		
Site	Kings College Boathouse Logans Way Cambridge Cambridgeshire		
Proposal	A new boathouse for Camrowers and the Cambridgeshire Rowing Association.		
Applicant	Mr Bill Key c/o Saunders Boston Limited 119 Newmarket Road Cambridge Cambridgeshire CB5 8HA United Kingdom		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <p>The provision of a new sports facility will meet the needs of city residents.</p> <p>The design of the building is appropriate to its setting and account has been taken of potential flood risk.</p> <p>The development will not have a harmful effect on the amenities enjoyed by local residents.</p>
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site is at the southern of Logan’s Way and currently accommodates the Combined Colleges Boathouse. The site fronts the river to the south, to the west is the Capstan Close development including its mooring pool and to the east is the Logan’s Meadow nature reserve. Land to the north is used

by a bowling club and accommodates a single storey widespan indoor bowls area and bowling green.

- 1.2 Logan's Meadow is a Local Nature Reserve. The site falls within the Central Conservation Area and within the Environment Agency's Flood Zone 3. There are not trees that are the subject of Tree Preservation Orders but the existing trees are protected by virtue of their location in a conservation area.

2.0 THE PROPOSAL

- 2.1 It is proposed to erect a new boathouse for Camrowers and the Cambridgeshire Rowing Association on part of the site which is currently laid to grass. As a separate development, the existing boathouse on the site is to be demolished and a new boathouse constructed. A separate planning application has been submitted for this development (application ref. 14/0657/FUL).

- 2.2 The application is accompanied by the following supporting information:

1. Design and Access Statement
2. Tree Survey
3. 3D visual images
4. Flood Risk Assessment

- 2.3 The application is on the agenda for this Committee because the development is not minor in nature and third party representations have been made which are contrary to the officer recommendation and which cannot be resolved by planning condition. The neighbour consultation area crosses the boundary between two Area Committee areas (North and East) and therefore it is for Planning Committee to determine the application.

3.0 SITE HISTORY

- 3.1 None relevant.

4.0 PUBLICITY

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

Public Meeting/Exhibition: No
 DC Forum: No

5.0 POLICY

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

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2006	3/1 3/4 3/7 3/9 3/11 3/12 4/4 4/11 4/13 5/12 6/2 8/1 8/2 8/3 8/4 8/6 8/9 8/10

5.3 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) Planning Obligation Strategy (March 2010)
	<u>City Wide Guidance</u> Cambridge and South Cambridgeshire Strategic Flood Risk Assessment

	(November 2010) Strategic Flood Risk Assessment (2005) Cambridge and Milton Surface Water Management Plan (2011)
	Riverside and Stourbridge Common Area Conservation Area Appraisal

5.4 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, there are no policies in the emerging Local Plan are of relevance.

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 No significant impact on the public highway subject to conditions relating to space for manoeuvring on site and the submission and approval of a traffic management plan

Head of Refuse and Environment

- 6.2 No objection subject to conditions relating to construction hours, delivery hours and piling.

Head of Streets and Open Spaces (Landscape Team)

- 6.3 No comments received. Any comments that are received before the Committee meeting will be reported on the Amendment Sheet or orally at the meeting.

Urban Design and Conservation team

- 6.4 This application is supported.

Existing site context

The application relates to a building within the Central Conservation Area. The Riverside and Stourbridge Common Area Conservation Area Appraisal is relevant. The concern is the impact of the proposal on the character and appearance of the Conservation Area.

The existing site is directly adjacent to the River Cam and is accessed via Logan's Way. There is an existing boathouse building on the site adjacent which is not considered to have any great architectural or historic merit and it is annotated in the Riverside and Stourbridge Common Area Conservation Area Appraisal Townscape Analysis map as a 'building which detracts' from the character of the area.

The area beside this existing boathouse currently houses two mature trees and an area of grassland, upon which there is an area used as external open storage facilities for rowing boats and trailers for the CRA and the CamRowers.

A planning application of relevance is 14/0657/FUL, which is currently pending decision, which is for a new boathouse for the Combined Colleges on the site of the existing boathouse.

Proposed development

Within pre-application discussions, the principle of development on this currently open land was considered to be acceptable provided full justification, giving sound reasoning why the building must be located here, from an architectural perspective, is provided within any submitted application for planning permission.

Research has been undertaken to see if the needs of the Combined Colleges and the Camrowers and the Cambridgeshire Rowing Association could be combined into one boathouse. It is considered however, that this would be unfeasible as it would create one very large building, in order to house 6 differing rowing groups as well as their equipment, and this would have an impact on the root protection zone of the willow tree in the middle of the site. As both the willow tree and the sycamore behind are considered to be positive features within the Conservation Area, it is encouraged that they are retained and not disturbed through this development. Consequently, this is considered to be adequate justification for a new building on the existing grassed land adjacent to the current boathouse.

In terms of materials and design, the proposed boathouse ties in well to the proposed Combined Colleges boathouse and a relationship between the two buildings is formed. This will not result in an incongruous feature within the Conservation Area and as such the design and materials are considered to be acceptable – though the materials should be conditioned.

Conclusion

The proposals will preserve and enhance the established character and appearance of the Conservation Area. Consequently, the application will adhere to Cambridge Local Plan Policies 3/4 (Responding to Context) and 4/11 (Conservation Areas) as well as the NPPF, and as such is supported.

Suggested Conditions:

External materials

Environment Agency

- 6.5 The Flood Risk Assessment (FRA) demonstrates that there will be no net loss of floodplain storage as a result of the two proposed boathouses and associated landscaping. The FRA also demonstrates that there will be no impedance to flood water flows as both boathouses will be designed to allow flood water to pass through, up to the 1 in 100 year flood level. As such, EA are satisfied that there will be no increase in flood risk

elsewhere as a result of this development. This location is one of the first areas the River Cam comes out of banks. The construction phase of the boathouse must ensure that it does not present a flood hazard nor take up vital flood storage.

Although EA have no objection to the proposed development, this is solely based on the boathouse building being able to allow flood water to flow internally at all times for the life time of the development so that there is no loss of floodplain. Therefore, EA have no objection as long as the mitigation measures detailed in the FRA are implemented and secured by way of a condition on any planning permission. EA also recommend a condition to ensure safe construction of the boathouse within the floodplain.

General advice is also provided for the applicant and in relation to surface water and foul water drainage and pollution control.

Cambridge City Council Access Officer

- 6.6 Careful design will be needed to meet Sport England standards for the accessible toilet/changing room. The Access Officer is able to give advice to the applicant on this issue.

County Council (Archaeology) (Comments on application ref. 14/0657/FUL)

- 6.7 Records indicate that the site lies in an area of high archaeological potential. The application area lies on the opposing bank to the site of the medieval Barnwell Abbey (HER No. MCB5626). It is thought that possible managed water systems or associated features with the abbey will be found on this opposing bank. To the north east of the application area is the site of the medieval deserted village of Presiston (HER No. MCB9726) which also may extend out towards the current application area.

The site should be subject to a programme of archaeological investigation and Historic Building Recording and recommend that this work should be commissioned and undertaken at the expense of the developer. This programme of work can be secured through the inclusion of a negative condition.

A brief for the archaeological work can be obtained upon request.

- 6.8 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 in support of the application:

9 Alpha Road
8D Corona Road
151 Huntingdon Road
24 Parsonage Street

27 Tharp Way Chippenham Ely
9 Church View Oakington

- 7.2 The following comments are made in support of the application:

- Difficult to see any negatives; the area is already devoted to rowing and this would be a welcome addition.
- Provides much needed sporting facilities close to the City Centre for which there is a pressing social need. (6)
- The application is supported by policies in the new Local Plan.
- Since the location of the development is already strongly affected by existing noise-levels from the Elizabeth Way flyover, the development is unlikely to cause any noticeable extra noise-pollution.
- The development will actually aid flood-plain considerations, since such buildings are designed with flooding in mind, and the opportunity can be taken here to improve the poor existing flood-behaviour of the site.
- The design of the proposed new boathouse is attractive/sensitively designed and should blend well with the surrounding environment. (3)
- Disappointed that the building is a basic single storey shed; the area above could be utilised for both training, social and organisational activities
- The site would not be suitable for many uses due to its flooding potential.

7.3 The owners/occupiers of the following addresses have made representations against the application:

Boat house moorings Cambridge
41 Riverside
44 Riverside
26 Riverside

7.4 The following objections are made:

1. The proposals are not in accordance with the policies of the emerging Cambridge City Local Plan
2. The building is too large for the site.
3. Impact on landscape - a grassed area will be lost which will adversely affect the character of the riverside. (3)
4. Visual impact on residents and users of Riverside
5. Impact on flooding - An area of floodplain will be lost. The landing strip will be reinforced grass mesh and the boathouse has been designed to let in water but this still does not provide the same flood alleviation that the existing land. (3)
6. Contrary to information provided in the application, this land floods on a monthly basis in winter months and times of heavy rainfall throughout the year
7. The development is too close to existing trees and may damage their roots. (2)
8. Impact on Wildlife - the river is dominated by rowers and this development site is currently used extensively by swans and ducks taking refuge from the boats.
9. Concern about increased river traffic and that rowers may be obscured to river traffic when rowing upstream as this is a busy bend in the river.
10. It is questioned whether emergency vehicles will be able to access the site.
11. Noise impact arising from increase in membership of Cam Rowers from 80 to 200 people resulting in additional noise from rowers and their coaches on bikes particularly in the early morning when background noise is at its lowest
12. There has been no noise impact assessment undertaken
13. Restrictions should be imposed on the use of the boathouse.

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 external spaces and impact on the Conservation Area
3. Flood risk impacts
4. Disabled access
5. Residential amenity
6. Refuse arrangements
7. Highway safety
8. Car and cycle parking
9. Third party representations

Principle of Development

8.2 The site is already in use for boat storage in connection with the existing Combined Colleges Boathouse which in my view establishes a leisure use on the site.

8.3 Policy 6/2 of the Cambridge Local Plan 2006 supports the development or improvement of a leisure facility if it improves the range, quality and accessibility of facilities, it is of an appropriate scale for the locality and it would not have an adverse effect on the vitality and viability of the City Centre.

8.4 In my view the use of the boathouse by Camrowers and the Cambridgeshire Rowing Association (CRA) is consistent with the desire to improve the range and accessibility of rowing as a leisure pursuit. The Design and Access Statement provides the following information:

'At present Camrowers store their boats outdoors at Logan's Way and use the Combined Colleges facilities by kind permission of the bursars. Storing boats outside is not a practical or a long term solution; they are not only vulnerable to

theft and vandalism but are also susceptible to damage from UV light and weather conditions. CRA and Camrowers have looked for additional sites to build a boathouse but there is nowhere else on the river apart from land owned by the Cambridge City Council. This comprises three areas by the Cam opposite Riverside. One area has now been landscaped and set aside as a recreational park. The wildlife area (which had originally been set aside by the Council for a boathouse for local rowing clubs) is no longer available. The only available site therefore is the land adjacent to the Combined Colleges boathouse in Logan's Way'

- 8.4 This information supports the view that the development will also improve the quality of the facilities for rowers.
- 8.5 I do not consider that there will be any impact on the viability or vitality of the City Centre as a result of the development. I have addressed the issue of the appropriateness of the scale of development in terms of building design and residential amenity impact below.
- 8.6 In my opinion, the principle of the development is acceptable and in accordance with policy 6/2.

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

- 8.7 The wider site is mainly visible from the River and the residential properties on the opposite side along Riverside. The site area extends to approximately 0.42 hectares and its western half is occupied by the Combined Colleges (CC) Boathouse. This is a five bay boathouse with gable ends facing the river. It has a brick base extending to 1.8m and a corrugated profile metal cladding above with a double pitched roof. It is not a particularly attractive building as noted in the comments from the Urban Design and Conservation (UDC) team it is acknowledged as detracting from the character of the area. This boathouse is to be replaced and the application for planning permission (14/0657/FUL) appears elsewhere on this agenda.
- 8.8 The proposed Camrowers/CRA boathouse is to be erected on a grassed area which occupies the western half of the site and which is separated from the CC boathouse by a sycamore tree

and a willow tree. These two trees are highly attractive specimens and very dominant in the character of the area. The existing grassed area which is used for boat storage does contribute to the feeling of openness along this part of the river but in my view given the nature reserve and playing fields to the east its retention is not critical to this character.

- 8.9 This is a sensitive setting given the conservation area status of the wider area and it is essential that the design of the building responds positively to this and also ties in well with the proposed CC boathouse adjacent.
- 8.10 The layout of the boathouse is split in two down the centre. The west side is allocated to Camrowers and the east to CRA. The building is primarily for storage of boats, many of which are currently stored outside on the site at present. In addition to the boat storage the Camrowers side of the building has a space for training with rowing machines, male and female changing areas, toilets, shower and a tea and coffee point. These additional facilities are located to the rear of the building in the north west corner. The CRA side of the building is concerned entirely with boat storage with a single toilet located at the rear.
- 8.11 The proposed boathouse has an asymmetrical roof running away from the river. It is set back approximately 14.5 m from the river edge and 1.5 m from the rear boundary with the bowls club. It is 30.5m wide and 34m deep with an eaves height of 4.5 m at its lowest point to the rear of the building and maximum roof height of 9.5 m. The building is to be constructed in brick to the front and rear elevations with the lower part in 'hit-and-miss' brickwork to allow floodwater penetration. The side elevations will be finished in translucent cladding. Timber cladding is to be used above window height and the roof will be metal profiled cladding.
- 8.12 The proposed CC boathouse is a much larger building and has a different roof profile but the use of similar materials will serve to ensure that the buildings will complement each other and in combination are appropriate to the setting. This has been made possible by the parallel pre-application exercise which has involved officers from the UDC team.

- 8.13 The UDC team support the application subject to the imposition of a condition relating to external materials which I have recommended (condition 2). I have also recommended a tree protection condition (condition 3) to ensure adequate protection for existing trees that are of high amenity value. County Council Archaeology has indicated that there may be some archaeological interest on the site in their comments on the adjacent site of the replacement CC boathouse. In my view their comments are equally valid for this development and I have recommended an appropriate condition (condition 4).
- 8.14 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12, 4/4 and 4/11 and to advice provided by the NPPF.

Flood risk impacts

- 8.15 The site is susceptible to flooding and a Flood Risk Assessment (FRA) has been submitted with the application. The FRA relates to the development of both the CC replacement boathouse and the Camrowers/CRA boathouse. It includes the following:
- Description of the existing site
 - An assessment of the existing floor hazard to the site with reference to the EA Flood Zones and the Strategic Flood Risk Assessment
 - Description of the proposed development
 - Development impacts and mitigation
 - Residual risks
 - Summary and Conclusion
- 8.16 The FRA summary includes and number of points but of particular note is that there is only a very minor increase in flood storage volume (0.7m³) as a result of the combined scheme due to the proposed flood compensation scheme. The summary also recommends that a Flood Evacuation Plan may be required. The FRA concludes that the development proposals are appropriate subject to the implementation of mitigation measures on site.

8.17 As part of the flood compensation scheme the following features have been included in the building design:

- The building has been designed to not restrict the flow of flood water. This has been done with a 'hit and miss' brickwork with voids on the north and south elevation of the building. This not only allows flood water to enter but also to exit at the rear and flow back through the building if necessary.
- There is a gentle slope on the floor of gradient 1:200; this allows flood water to drain out of the building towards the river.
- The wall volume has been minimised to reduce the volume of water displaced to other areas. Less than 9m³ of wall thickness have been proposed, this volume has been compensated for in the redesign and reduction of wall thickness in the Combined College's boathouse.

8.18 The Environment Agency (EA) has not raised any objection to the development subject to two conditions to ensure that the mitigation measures that are set out in the FRA are fully implemented. I have recommended these conditions (conditions 5 and 6) and also a further condition to secure the submission and approval of a Flood Evacuation Plan (condition 7)

8.19 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4 and 3/7 and advice provided by the NPPF.

Disabled access

8.20 The CRA and Camrowers boathouse is built on one accessible level. Within the building there is a disabled toilet and shower. The Council's Access Officer has recommended that further advice is sought in relation to the design of the accessible toilet and changing room and I have recommended an informative to this effect.

8.21 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.22 The nearest residents are the occupiers of house boats which are moored on the opposite side of the river and the nearest dwellings are on Riverside and in Capstan Close to the west. In my view none of these occupiers will experience any impacts from the development in terms of overshadowing, loss of light, visual dominance/enclosure or overlooking/loss of privacy given the separation distance.
- 8.23 Additional noise and disturbance has been raised as an issue in third party representations. The proposed development is likely to result in a more intensive use of the site as a whole. For instance it is anticipated that the membership of Camrowers will increase gradually from 80 to a maximum of 200 people. However the applicants consider it likely that no more than 20 people will be on site at any time.
- 8.24 I can understand the concern raised by the residents. However, given that the additional noise of rowers is likely to be confined to raised voices and more likely to result from use of the river as opposed to use of the building, I do not consider this sufficient grounds to recommend refusal of the application. I have recommended the conditions suggested by the Environmental Health Officer (conditions 8, 9 and 10)
- 8.25 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 3/14.

Refuse Arrangements

- 8.26 Arrangements for storage of waste are not shown on the plans but in my view there is likely to be very little waste generated by the use of the building and adequate space for on-site storage. In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

Highway Safety

- 8.27 The Highway Engineer has not raised any concerns about access to the site but has recommended conditions relating to manoeuvring on site and the submission and approval of a traffic management plan which I have included in my recommendation (conditions 11 and 12).
- 8.28 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

Car and Cycle Parking

- 8.29 There are no car or cycle parking spaces on this part of the site but 8 car parking spaces (including 1 disabled parking space) and 60 cycle spaces are available on the wider site. The floor area of the proposed CRA/Camrowers boathouse is 338 sq metres and the replacement CC boathouse is 1386 sq metres giving a combined floorspace of 1724 sq metres. This results in a requirement for 69 cycle parking spaces. Car parking is determined on the basis of staff and seating which is not relevant here.
- 8.30 The combined site would be slightly deficient in cycle parking provision on the basis of the approved cycle parking standards. However, the application for the replacement CC boathouse includes a traffic survey which demonstrates that the provision of 60 spaces will be adequate to serve the proposed uses. I am satisfied with this assessment and in any event there is adequate space to accommodate additional cycle parking should there be a demand for it in the future.
- 8.31 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

Third Party Representations

- 8.32 My response to issues raised in third party representations is set out in the following table.

COMMENT	RESPONSE
Application is not consistent with policies in the emerging Local Plan	The application needs to be assessed against the 2006 Local Plan and policies in the emerging plan have limited weight.
Building too large	See section on Context of site, design and external spaces and impact on the Conservation Area
Impact on landscape	See section on Context of site, design and external spaces and impact on the Conservation Area
Visual impact on residents	See section on Residential amenity
Impact on flooding	See section on Flood risk impacts
The site floods regularly	See section on Flood risk impacts
Impact on trees	Tree protection condition recommended
Impact on wildlife	Birdlife and users of the river co-exist and the site will still be usable by wildlife. There is a large nature reserve adjacent to the site and I do not think wildlife will be prejudiced.
Impact on river traffic	The site is already used by rowers to access the river and I think it unlikely that a more intensive use would generate problems for other river users.
Noise impact	See section on Residential amenity
Lack of noise impact assessment	This assessment was not necessary.
Restrictions on use of the boathouse	Given the small scale nature of the proposed boathouse and its primary use for boat storage I do not think it necessary to restrict its use. This comment was made in relation to the combined scheme and in my view is a more relevant consideration for the replacement boat house.

9.0 CONCLUSION

- 9.1 The proposed development will provide a new sports facility to meet the needs of City residents. The design of the building is appropriate for its setting and measures have been taken to ensure there will be no adverse impact in relation to flooding. The development is supported by Development Plan policies and approval is recommended.

10.0 RECOMMENDATION

APPROVE subject to the following conditions:

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

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

2. 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)

3. 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)

4. No development shall take place within the area indicated until the applicant, or their agents 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. Developers will wish to ensure that in drawing up their scheme, the timetable for the investigation is included within the details of the agreed scheme.

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

5. The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) dated 27 March 2014, ref. C-213102F, and the following mitigation measures detailed within the FRA: - The boathouse will be designed to allow flood waters to pass through the front and back walls up to 5.40m.AOD and allow the entire internal main area of the ground floor to flood. - The finished floor level (FFL) of the boathouse will strictly be built in accordance with the gradients set out in the FRA - the CRA/CAM boathouse will have a FFL between 4.50m.AOD and 4.60m.AOD. - Flood resilience measures will be incorporated into the design of each boathouse, as detailed in section 5.2.1 of the FRA.

Reason: To ensure there will be no increase in flood risk elsewhere and to reduce the damage of flooding on the proposed development. (Cambridge Local Plan policy 3/4)

6. A satisfactory scheme for the construction of materials within the floodplain shall be submitted and agreed with the Local Planning Authority prior to commencement of development. The development shall be carried out in accordance with the approved details.

Reason: To prevent building materials becoming a flooding hazard and to prevent the loss of floodplain. (Cambridge Local Plan policy 3/4)

7. Prior to commencement of use of the building hereby approved, a Flood Evacuation Plan shall be submitted to and approved by the local planning authority. The approved Flood Evacuation Plan shall be implemented as necessary during the use of the building.

Reason: To ensure the safety of users of the building. (Cambridge Local Plan policies 3/4 and 3/7)

8. Except with the prior written agreement of the local planning authority in writing 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: In the interests of residential amenity (Cambridge Local Plan policy 4/13)

9. 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 hrs and 1900 hrs on Monday Saturday and there should be no collections or deliveries on Sundays or Bank and public holidays.

Reason: In the interests of residential amenity (Cambridge Local Plan policy 4/13)

10. 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&2:2009 Code of Practice for noise and vibration control on construction and open sites. Development shall be carried out in accordance with the approved details. Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

Reason: In the interests of residential amenity (Cambridge Local Plan policy 4/13)

11. The manoeuvring area shall be provided as shown on the drawings and retained free of obstruction.

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

12. No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Planning Authority in consultation with the Highway Authority. The principle areas of concern that should be addressed are:

i. Movements and control of muck away lorries (all loading and unloading should be undertaken off the adopted public highway)

ii. Contractor parking, for both phases all such parking should be within the curtilage of the site and not on street.

iii. Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway)

iv. Control of dust, mud and debris, (it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway).

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

13. 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.

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: The applicant is invited to contact the Council's Access Officer for advice in relation to the detailed design of the accessible toilet and changing room.