

JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Head of Planning Services

Date:

Application Number	S/0506/15/FL	Agenda Item	
Date Received	3 rd March 2015	Officer	Ed Durrant
Target Date	20 th June 2015		
Parishes/Wards	Fen Ditton		
Site	Land adjacent to Greenhouse Park Innovation Centre, Newmarket Road, Cambridge		
Proposal	Cambridge Ice Arena		
Applicant	Cambridge Leisure and Ice Centre (CLIC)		
Recommendation	Approval		
Application Type	Major	Departure:	No

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APPENDICES

Ref	Title
A	Location and Relevant Plans
B	Cambridgeshire Quality Panel report dated 9th December 2014

0.0 INTRODUCTION

- 0.1 This full application has been submitted as a stand-alone application and although adjacent to the site of the proposed residential development known as Wing it does not form part of the proposals that were submitted in 2013 and has a different applicant. The application has been considered

alongside the Wing proposals and the ice arena would not prejudice the objectives of Wing or a wider Cambridge East development, should the airport relocate.

- 0.2 The application is being reported to the Joint Development Control Committee for determination as it falls within the Cambridge East Area Action Plan development area and is a major development. Under the Terms of Reference / Scheme of Delegation it exceeds the development threshold that can be determined under delegated powers.

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The existing site comprises an area of lawn to the east of a converted and extended two-storey house that is presently being used as offices. To the northwest of the site there is a two-storey commercial building that is orientated to the south. The buildings and the site itself are owned by Marshall, which is leasing the site to the applicant for a period of 22 years. The lease period coincides with the County Council's outstanding lease for the adjacent Park and Ride site (P&R).
- 1.2 To the north of the aforementioned buildings, the other side of a tall close-boarded fence, there is the northern parking area of the Newmarket Road P&R. The eastern boundary of the site is defined by a mature tree belt. There are also semi-mature trees to the east of the site that form the landscaping of the P&R's balancing ponds.
- 1.3 To the west of the site the existing access road runs south to north and the western boundary with the adjacent P&R is defined by a tall close-boarded fence. Although there is a gated vehicular access from the P&R to the southwest there is signage that prevents public access to the site. The existing vehicular access is directly off Newmarket Road and comes in past a single storey residential property called The Lodge. To the south of Newmarket Road is Cambridge Airport, which has a number of large hangars and commercial buildings along Newmarket Road.
- 1.4 The site, which has a site area of 0.6ha, is located solely within the parish of Fen Ditton, within South Cambridge District but lies in close proximity to the City Council boundary. As a result of the Cambridge East Area Action Plan 2008 (CEAAP) the site falls outside of the Cambridge Green Belt but is within close proximity of greenbelt land to the east.

2.0 THE PROPOSAL

- 2.1 The planning application seeks approval for the erection of an ice arena and associated plant building, landscaping and cycle parking. The vehicular access from Newmarket Road would be retained to serve the existing offices/commercial units but would be reconfigured within the site to allow for the servicing of the ice arena and for coaches to drop off visitors/teams.

2.2 The vehicular parking to serve the ice arena involves the use of existing spaces within the P&R. Although spaces would not be specifically designated or restricted for use by ice arena users the County Council has confirmed that there is capacity for the spaces required to meet the needs of the development.

2.3 The application is accompanied by the following documents:

1. Planning and Consultation Statement
2. Health Impact Assessment
3. Statement of Need
4. Design and Access Statement
5. Access Assessment
6. Transport Assessment (TA) and Travel Plan
7. Flood Risk Assessment (FRA)
8. Site Wide Management Plan
9. Recap Waste Management Design Guide Toolkit
10. Sustainability Checklist
11. Energy Statement
12. Tree Survey, Arboricultural Development Report and Tree Protection Plan
13. Geo-Environmental Assessment
14. Ecological Appraisal
15. Air Quality Assessment
16. Landscape Proposals
17. Noise Assessment
18. Archaeological Evaluation

2.4 Since the original application was submitted an amendment of the elevations of the building and site edged red has been submitted along with an updated Energy Statement, FRA, and TA. A community use statement was also submitted with the amendments. Further consultation regarding the proposed amendments has been undertaken with specialist officers where appropriate.

3.0 RELEVANT SITE HISTORY

3.1 **S/2682/13/OL** – Outline application for up to 1,300 dwellings and associated facilities and infrastructure (Wing) – Yet to be determined.

4.0 PUBLICITY

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

5.0 POLICY

5.1 **National Planning Policy Framework (2012) and National Planning Practice Guidance (2014)**

- 5.2 The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for England. These policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations. The document was published on 27 March 2012 and immediately became a material consideration for planning applications. It replaces PPGs and PPSs, and other guidance. The document encourages positive, balanced decisions, emphasizes the primacy of the Development Plan and local decision making.
- 5.3 On 6 March 2014 the Department for Communities and Local Government (DCLG) launched a national planning practice guidance web-based resource. This was accompanied by a Written Ministerial Statement which includes a list of the previous planning practice guidance documents cancelled when this site was launched.
- 5.4 **Cambridge East Area Action Plan (February 2008)**
 CE/9 Community Services, Facilities, Leisure, Arts and Culture
 CE/11 Alternative Modes and Parking
 CE/14 Landscaping within Cambridge East
 CE/16 Biodiversity
 CE/17 Existing Biodiversity Features
 CE/22 Land Drainage, Water Conservation, Foul Drainage and Sewage Disposal
 CE/24 Energy
 CE/27 Air Quality
 CE/28 An Exemplar in Sustainability
- 5.5 **Development Control Policies DPD (July 2007)**
 DP/1 Sustainable Development
 DP/2 Design of New Development
 DP/3 Development Criteria
 DP/7 Development Frameworks
 GB/3 Mitigating the Impact of Development Adjoining the Green Belt
 SF/6 Public Art and New Development
 NE/1 Energy Efficiency
 NE/3 Renewable Energy Technologies in New Development
 NE/6 Biodiversity
 NE/9 Water and Drainage Infrastructure
 NE/10 Foul Drainage – Alternative Drainage Systems
 NE/12 Water Conservation
 NE/14 Lighting Proposals
 NE/15 Noise
 NE/16 Emissions
 TR/1 Planning for More Sustainable Travel
 TR/2 Car and Cycle Parking Standards
 TR/3 Mitigating Travel Impact
 TR/4 Non-motorised Modes

6.0 EXTERNAL AND INTERNAL CONSULTATIONS

6.1 External Consultations

6.2 Cambridge Airport has no objection provided that a condition on construction management is attached to any consent.

6.3 Cambridge City Council supports the principle of the development but initially raised concerns about flood risk and drainage implications, the importance of retaining the existing eastern tree belt, the need for a community access agreement, noise and air quality implications, sustainability and water consumption details, cycle parking monitoring, the proposed pedestrian/cycle route surface and the ecological implications of unrestricted discharge and possible enlargement of the attenuation pond to the east.

6.4 Following the amendments the City Council has requested that the City Council be consulted on the details of materials and that a sample panel is provided on site, that a travel plan and landscape management plan be secured and that concessionary charge rates equivalent to other leisure facilities in the city be considered. Confirmation of the acceptance of the additional sustainability details and proposed SUDs condition are also provided.

6.5 The **Cambridge Cycling Campaign** initially requested that the level of cycle parking be increased and that staff cycle parking be considered separately. It also suggested that a developer contribution be sought to improve sections of National Cycle Network 51; that a cycle route be provided around the edge of the car parking areas; and that the developer sign up to the Construction Logistics and Cyclist Safety scheme.

6.6 Cambridge Past Present and Future supports the proposal provided adequate clarification is obtained on the adequacy of the Park and Ride car park to meet future demand and the preparation of a comprehensive transport strategy to consider the collective increase of traffic flows in the East Cambridge area.

6.7 Cambridgeshire Constabulary (Architectural Liaison Officer) has no objection and recommends that the cycle parking area be adequately lit and covered by CCTV that is fit for purpose. It is suggested that the cycle parking could be used to deter any form of vehicle borne improvised explosive device in the event of a terrorist attack.

6.8 Cambridgeshire County Council (Archaeology) has no objection and does not consider that any further investigation work is necessary.

6.9 Cambridgeshire County Council (Highways and Transportation) initially requested that additional information be provided on aspects of the Transport Assessment and that the level of cycle parking be increased. The response also confirms that the Park and Ride Team are supportive of the proposals.

- 6.10 Following the amendments the County Council removed its holding objection and requested that conditions be attached to the consent requiring the agreement of an Events Management Plan, control of construction traffic, that the enhanced footway link be increased from 3m to 3.5m by approximately 70m to the entrance to the P&R site; that bus ticketing be agreed with the bus operator; Real Time Passenger Information for buses be provided at a suitable location; a travel plan and cycle parking strategy be agreed and that details of an alternative solution for parking be agreed should the P&R move. They also request that all pedestrian movements be to the west of the service access, that this same access be in and out and not just in for service vehicles, that the entrance canopy be extended to cover more parking spaces and that an additional pay and display machine be provided in a convenient location for ice arena users.
- 6.11 **Civil Aviation Authority (CAA)** has no objection.
- 6.12 The **Environment Agency (EA)** initially requested that the ice arena be connected to the main sewer. Following the submission of additional information and an updated FRA being provided has no objection subject to several conditions being attached to any consent.
- 6.13 **Sport England** supports the development and identifies the sub-regional need. Initially it recommended that any planning consent be subject to a condition requiring the approval and implementation of a Community Use Agreement.
- 6.14 Following the amendments has no objection but has suggested that the Community Use Statement be reviewed on a yearly basis.
- 6.15 **Internal Consultees**
- 6.16 The Council's **Development Officer** for the area has considered the Health Impact Assessment that has been submitted and has no objection. They have requested that dust and noise be limited during construction and that measure encouraging more sustainable transport be implemented.
- 6.17 The Council's **Ecologist** is not concerned at the loss of grassland habitat and has requested that a scheme for the management of the retained woodland be secured by condition. Conditions are also requested to control the removal of vegetation, control external lighting and secure mitigation to protect foraging badgers during construction. Further enhancement of the adjacent attenuation ponds is also suggested to increase their ecological value.
- 6.18 **Trees and Landscape Officer** has no objection and recommends that the existing woodland planting to the east be retained and infilled where necessary with disease resistant elms.

- 6.19 The Council's **Drainage Consultant** has no objection subject to a condition requiring the approval and implementation of a scheme of SUDS.
- 6.20 **Environmental Health Officer (Air Quality)** has no objection but has requested that an air quality construction condition be attached to any consent due to the proximity of the site to an Air Quality Management Area.
- 6.21 **Environmental Health Officer (Noise)** has no objection but originally questioned whether the plant room could be relocated to the west of the site and requested that a noise management condition be attached to any consent. Following discussions with the applicant's noise consultant the EHO no longer requests the submission of additional details prior to the commencement of development and has provided an alternatively worded condition.
- 6.22 The Council's **Sustainability Consultants** originally objected due to a lack of accurate, consistent figures for end use consumption not enough information to demonstrate that it is an 'exemplar' development and inconsistencies in the Energy Statement. Following the submission of an amended Energy Statement has no objection.
- 6.23 **Urban Design Officer** has suggested that consideration be given to overshadowing of the Greenhouse Farm Innovation Centre and that the elevations be given greater animation through the introduction of more windows. Following the amendments has no objection.
- 6.24 **Cambridgeshire Quality Panel**
- 6.25 The scheme was reported to the Quality Panel on 9th December 2014 – see summary of comments and how they have been addressed under the Assessment section 12 of the report. The full Quality Panel report is contained within Appendix B.

7.0 **PARISH COUNCIL COMMENTS AND NEIGHBOUR REPRESENTATIONS**

- 7.1 **Fen Ditton Parish Council** has no objection but requests that the contractors access the site from the Quy roundabout and don't use High Ditch Road, the access to the site when developed is from the Quy roundabout and that any changes to the façade through applied graphics are in keeping with the rural area.
- 7.2 Twenty seven representations have been received from residents of Cambridge and the surrounding areas, all of whom support the proposals. Some of the points that were raised in support of the application included:
- The popularity of the temporary ice rink and the need for a permanent facility;

- Few such facilities in the local area with skaters currently having to travel to Peterborough, Chelmsford, Milton Keynes or London;
 - Must be able to host competitive events in figure skating, short track speed skating and ice hockey;
 - Benefits for residents and the University's ice hockey team;
 - Promotes a more active lifestyle;
 - Potential to attract visitors to the city; and
 - Good location allowing access from the city centre via public transport.
- 7.3 Comments were made about the need for good public transport links in the evenings and weekends and it being a shame that the trees in Ranier's garden were lost.

8.0 ASSESSMENT

8.1 From the consultation responses and representations received and from inspection of the site and the surroundings, the assessment has been structured under the following headings:

- Principle of Development
- Layout and Design
- Elevations and Materials
- Landscape and Visual Impact
- Drainage
- Ecology
- Transport Matters
- Cycle Parking
- Car Parking
- Noise
- Construction
- Sustainability
- Exemplar in Sustainability
- Community Access Agreement

9.0 PRINCIPLE OF DEVELOPMENT

9.1 The application is a full planning application which falls within the CEAAP development area. This application has been considered within the context of the Development Plan, which is the legal starting point for the determination of planning applications. For this application the Development Plan consists of the CEAAP, SCDC Core Strategy DPD and SCDC Development Control Policies DPD. The National Planning Policy Framework is a material consideration in the determination of this application. The proposal is considered to be in accordance with the development plan.

9.2 The case for such a facility to serve the greater Cambridge area was established by the Major Sports Facilities for the Cambridge Sub-Region report (Cambridgeshire Horizons 2006), which identified the need for an ice rink to serve the area as one of four major sub-regional facility

requirements. This sub-regional need was also identified in the CEAAP (Paragraph D.5.27).

- 9.3 The Planning and Consultation Statement details the alternative locations that have been considered by the applicant over many years. All of these sites, many of which are on the fringes of Cambridge, have been rejected as either being unsuitable or unavailable. Officers therefore accept the findings of the sequential test that has been carried out and the argument that, although a site in the centre of Cambridge would be more sustainable, such a site that is deliverable, does not exist.
- 9.4 The development of the site and the proposed accesses would be compatible with the proposed Wing masterplan and would not impact upon its delivery. The proposals for Wing involve the retention and enhancement of existing cycle routes in the vicinity and links between the new local centre and the P&R. Therefore Wing residents would benefit from living near to such a facility and the ice arena would benefit from having several thousand potential new patrons within easy walking or cycling distance of it.

10.0 LAYOUT AND DESIGN

- 10.1 The design of the building is influenced by a functional need to accommodate a rectangular ice pad and the need to comply with Civil Aviation Authority requirements due to its proximity to the airport.
- 10.2 In terms of the layout the building has been set back from the eastern boundary of the site so that the existing tree belt is unaffected. It is also orientated to the north as that is where its principal access is proposed. Notwithstanding this it is recognised that pedestrians and cyclists coming from the east are unlikely to take the same route as motor vehicles. Therefore a route directly from Newmarket Road, through the site, is proposed for pedestrians and cyclists.
- 10.3 The Cambridge Cycling Campaign has suggested that a safe route around the perimeter of the P&R site should be provided. In response to this the applicant is now proposing a 3m wide link between the Jubilee Way cycleway and the site, which gives cyclists a safe route to the entrance without coming into conflict with motor vehicles. The County Council has requested that this be increased to 3.5m and a condition will be attached to the consent to secure this.

11.0 ELEVATIONS AND MATERIALS

- 11.1 The elevations have limited openings to ensure the efficient regulation of temperature within the arena. As a result of the Urban Designer's comments it is proposed that the elevations be given greater animation and interest through the use of applied graphics.
- 11.2 CEAAP policy CE9 requires a public art strategy to be prepared as part of the master planning of the wider Cambridge East development. Although

Wing has a proposed public art strategy the applicant for the ice arena has indicated that they intend to work with the local community and schools to develop proposals for the imagery on the external elevations, which could be changed on a regular basis, rather than preparing a formal strategy. Given the scale of the development this is considered to be an acceptable approach to take.

- 11.3 The plans indicate the type of materials for the external elevations and roof of the building though no final palette has been provided. To ensure that the proposed materials are acceptable, so that the building does not detract from the visual amenity of the area, a condition will require approval of external materials prior to development commencing. This will also address the concerns raised by the Quality Panel about the proposed roofing material.

12.0 QUALITY PANEL REVIEW

- 12.1 When the proposals went before the Quality Panel last year the building was slightly higher but the scheme was essentially the same. The panel made the following recommendations:

- That the building be made more visible through the use of colour, etched panels etc.;
- The arrival experience to the site be enhanced;
- Explore allocating cycle parking at key arrival points;
- Achieve a better efficiency rating for the building;
- Improve relationship with the proposed Market Square at Wing;
- Give more consideration to the interior uses; and
- To confirm details of the roof finish.

- 12.2 Following the Quality Panel review the front elevation to the building has been amended to include a canopy feature and additional glazing and the cycle route through the P&R site from the Jubilee Way is being widened. The elevations are now proposed to accommodate graphics and more work has been done on the energy efficiency of the building. The internal layout comments have been noted by the applicant but these are unlikely to be taken forward until they have secured an operator for the facility. As mentioned previously a condition will be attached to the consent requiring approval of the external materials before development commences.

13.0 LANDSCAPE AND VISUAL IMPACT

- 13.1 Although officers recognize the commercial benefits of the ice arena being more visible from outside the site this has to be weighed up against the need to preserve views from the greenbelt. The existing site already has a strong landscape boundary that would limit views of the building from the nearby greenbelt to the east. This boundary is to be enhanced through clearing out lesser specimens and replanting trees where appropriate. There is also tree planting to the west of the building, which would help screen views of the building from the P&R. The existing tree belt that surrounds the P&R would effectively screen distance views of the building

for large parts of the year. As a result of CAA regulations the height of the building has been reduced, which would further reduce its visual impact.

- 13.2 The landscaping along Newmarket Road will also screen views into the site from the south with only limited views of the building from the existing access to the site. The main views of the ice arena would be from within the P&R and given the desire to attract custom and the nature of the site it is not considered necessary to screen views of the development from the north and or provide additional screening to the west.
- 13.3 Although there are aspirations for the P&R to move further out it is likely that any development that were to take its place would either retain parts of the existing landscaping or would provide alternative landscaping. Moreover, in the indicative masterplan in the CEAAP the P&R site is identified as a park.
- 13.4 It is considered that the landscape proposals for the site are acceptable and would ultimately enhance the site rather than having a detrimental impact on the surrounding area or the nearby greenbelt. A condition will be attached to any approval requiring a scheme of management for the landscaping on the site.
- 13.5 Aerial photos show that the site did once accommodate mature trees not just on the eastern boundary and it is unclear when and why these were felled. Whilst the loss of any tree is unfortunate the trees were not afforded any level of statutory protection and the proposals for the site should result in a better management of the remaining trees and those due to be planted.

14.0 **DRAINAGE**

- 14.1 The applicant did not originally propose a SUDS based drainage scheme and concerns were raised about the capacity of the water attenuation area to the east of the site, which was designed to attenuate water runoff from the P&R, and whether the applicant could secure works to increase capacity if necessary. In response to this a revised FRA has been submitted that estimates the storage capacity of the ponds, and the attenuation requirements of the development, to demonstrate that there is sufficient capacity to take additional surface water without flooding. The application site has also been extended to include the attenuation pond, to ensure that any work that is required can be conditioned. Given that it is best practice to retain water on site in the first instance a condition will be attached to any consent requiring the submission of a SUDS strategy for the site to reduce the amount of water entering the attenuation ponds. Approval of such a scheme will be required before development commences.
- 14.2 Although on the edge of Cambridge the site does not benefit from a connection to a main sewer and the EA originally objected to the use of a septic tank. As a result of the additional information that has been

submitted the EA has lifted its objection and requested that conditions be attached to any consent.

15.0 **ECOLOGY**

15.1 Due to the proximity of the site to Cambridge Airport initiatives to encourage greater biodiversity that would be acceptable elsewhere are more problematic. It is accepted that requiring the use of bird boxes would not be appropriate and that initiatives to encourage bug life would also not be accepted as an increase in the bug population would inevitably attract birds.

15.2 Concerns were raised by the City Council's ecologist about the potential impact of fluctuations in the levels of the attenuation ponds, as a result of runoff from the site, on wildlife. Therefore the condition requiring the delivery of SUDS also requires the applicant to consider the ecological impacts of additional water entering the ponds.

16.0 **TRANSPORT MATTERS**

16.1 Being adjacent to the P&R and on the Jubilee Cycle route the site benefits from good cycle and public transport links to the city centre. The TA also states that the peak times for the use of the arena is likely to be at evenings and weekends, when there is less pressure on the surrounding roads. In order to ensure that the benefits of this location result in reduced car usage the application will be conditioned to require the approval and implementation of a travel plan. Real time bus information will also be displayed within the building making it more convenient for patrons to use public transport.

16.2 The majority of the time the site is unlikely to be used to its full capacity and it is only when events that attract spectators take place that issues could arise. In order to concerns about the impact of this scenario coinciding with other events within the area a condition will be attached to the consent requiring an Events Management Plan.

16.3 Although the comment from a member of the public about the need for good public transport at evenings and weekends is a valid one it would not be reasonable to require the applicant to fund additional bus services. Notwithstanding this, should the development prove to be popular, and Wing is built out, then there is likely to be a strong commercial argument for increasing bus frequency outside of peak times to this part of Newmarket Road.

16.4 The suggestion that the applicant make a contribution towards the enhancement of parts of the wider National Cycle Network 51 would not meet the tests for requiring such works or contributions. Moreover, the applicant has no control over the land in question and would not be able to deliver the suggested improvements. As a result of the Wing application the deficiencies in the surrounding cycle network are well known and it is envisioned that Wing would be a more appropriate development to

address such deficiencies. The County Council has requested enhancements to cycle routes in the immediate vicinity that will be secured by condition.

- 16.5 The request from Cambridge Past Present and Future that a comprehensive transport strategy for all Cambridge East developments is provided would not be reasonable. The TA has taken into account other developments in the area and the likely accumulative impacts that they would have and this is sufficient for the determination of the application.
- 16.6 In response to the comments from Fen Ditton Parish Council it would be impossible to ensure that all access to the site by future patrons be via the roundabout at Quy as they are likely to come from various different locations. However, the routes that construction vehicle take can be controlled through the details of the construction management condition. This will ensure that no construction traffic comes through Fen Ditton.

17.0 **CYCLE PARKING**

- 17.1 The cycle parking is proposed adjacent to the entrance with a number of the spaces being located under the projecting canopy. Following the comments from the County Council and the Cambridge Cycling Campaign the number of cycle parking spaces has been increased to 120. Given the level of cycle usage in the City the previous approach of providing fewer cycle spaces, and identifying areas where more could be accommodated if necessary, was not considered appropriate. Although the policy requirement would be for 152 spaces there is only limited space at the front of the site to accommodate cycle parking. The TA also demonstrates that it is only during events where the full capacity of the building is being used that the full complement of cycle parking would be required. In response to this the County Council has requested that a condition be attached to the consent requiring details of management procedures to be put in place when such events are scheduled and a strategy for the monitoring, and possible allocation of further, cycle parking.
- 17.2 The request from the County Council that the proposed canopy be extended to cover more of the cycle parking has to be weighed up against the visual impact of a larger canopy. The applicant believed that increasing the size of the canopy would detract from the frontage of the building and be overly dominant. Officers share these concerns and do not consider that the suggested amendment is necessary.
- 17.3 It has been suggested that the staff cycle parking be provided away from the public cycle parking as part of a secure area. The location of the ice arena, and the lack of natural surveillance late at night other than from the building entrance and P&R, means that the security of staff members accessing cycle parking in any location other than at the front of the building could leave them vulnerable. It is recognized that CCTV could address this in part but it is considered more appropriate that the issue be designed out rather than relying on CCTV.

18.0 **CAR PARKING**

- 18.1 The car parking for the ice arena would be accommodated within the existing P&R parking areas. The P&R has capacity for 873 cars and the applicant has reached an agreement with the County Council for the use of 80 spaces, which would be unallocated. The P&R presently operates at 70% occupancy during the day, which is its peak usage. The TA demonstrates that the ice arena is likely to be busiest at weekends and in the evenings during week. This coincides with the periods when there should be greater capacity within the P&R.
- 18.2 An area for service vehicles, deliveries and coach dropping off is provided to the south of the site. This will enable visiting teams, as well as the University Ice Hockey Team, who are likely to be regular users, to drop off bulky kit. There is a proposed reconfiguration of part of the P&R site to the north of the ice arena's entrance to accommodate a drop off point for smaller vehicles and disable parking.
- 18.3 It is recognized that there is a long term ambition for the P&R site to be relocated further out towards the A14. No site has presently been identified for such a relocation and the lease of the site is for a similar length to the lease that the County Council has for the P&R. The application that has been submitted has to be determined based on its merits and there is no material reason based on lack of vehicular parking for the application to be refused. Cambridge Past Present and Future has questioned whether the present P&R capacity will remain in the future. The County Council has not raised any concerns about future capacity though it has requested that a condition be attached to the consent requiring an alternative solution for parking to be sought should the P&R site relocate in the future.
- 18.4 The need for cycle and car parking for such a unique development should be judged on its merit. The level of cycle parking proposed is based on the modelling carried out as part of the Transport Assessment. The County Council questioned some of the data but following the receipt of additional information accepts the level of cycle parking proposed. In this case the ice arena would be located on the edge of the city with good public transport and cycle links to the centre of Cambridge. It is envisioned that a significant percentage of users, especially members of the University Ice Hockey Team and their student spectators, would cycle. Taking all of these factors into consideration the proposed levels of cycle and car parking are considered acceptable.

19.0 **NOISE**

- 19.1 The nearest residential property is the Lodge on Newmarket Road and no comments have been received from the occupier. There were initially concerns about the proposed plant to the south of the ice arena and its proximity to this property. The Council's Environmental Health officer questioned whether the plant to the south of the ice arena could be moved to the west and surrounded by a bund to reduce the impact of noise. The

applicant is unwilling to do this due to the cost implications and has confirmed that the plant room will be acoustically screened and that noise levels will accord with guidance. The EHO has accepted this approach and requested that a condition be attached to the consent requiring the plant to be installed and maintained in accordance with the submitted details.

- 19.2 The applicant questioned whether they could be permitted extended hours for the use of power operated machinery onsite from 7am till 7pm. Given the proximity of the Lodge a standard condition limiting hours of use of power operated machinery to between 8am and 6pm is considered necessary.

20.0 **CONSTRUCTION STRATEGY**

- 20.1 Given the proximity of the site to the airport the proposed condition ?? that is suggested to require a construction management strategy is accepted. This condition will require the submission of a strategy prior to development commencing to ensure that there is no impact upon the physical safeguarding and operation of the airport. The County Council and Environmental health Officers have also requested conditions to limit the impact of construction on nearby amenity and air quality.

- 20.2 The conditions requested to limit the impact upon air quality, which would require that all commercial road vehicles used on the construction project meet the European Emission Standards and other similar constraints are not considered appropriate as the site is some distance from the Air Quality Management Area. They are not considered necessary to make the development acceptable in planning terms and would be difficult to monitor.

- 20.3 The applicant has suggested that a site compound could be located on an existing area of hardstanding to the south east of the site for a temporary period during construction. This would also involve the removal of some smaller trees for construction vehicles to access the site. Although no details have been submitted with the application the details of this site compound and the ecological and visual impact of any tree removal can be dealt with under the construction management condition number.

- 20.4 The comments from the Cambridge Cycling Campaign about signing up to the Construction Logistics and Cyclist Safety scheme have been forwarded to the applicant. This is not something that the applicant can be required to do to make the development acceptable in planning terms.

21.0 **SUSTAINABILITY**

- 21.1 Prior to the submission of the application the applicant looked into whether BREEAM assessed ice rinks, which they do not. Therefore there is no recognised standard to benchmark the development against. Notwithstanding this the applicant has submitted an Energy Statement to demonstrate their commitment to reducing the energy needs of the building through combining techniques used at other ice rinks around the

country and abroad which could include LED lighting a low E ceiling to reduce radiation loads and an ice grid floor to reduce the energy used to maintain the ice pad at an optimum thickness.

- 21.2 Although some of the finer details of the use of the building will not be known until an operator is in place the revised Energy Statement demonstrates that the requirements to reduce carbon by 10% can be exceeded.
- 21.3 Meeting the policy requirement for 10% renewable energy to be generated on site has been challenging due to the site's proximity to the airport, which means that commonly used technologies like photo voltaic panels and wind turbines are not appropriate. In spite of this the proposals to reclaim process energy gives an energy saving that would exceed the 10% generation requirement. Based on these calculations the aims of Policies NE/3 and CE/24 and considered to have been met.
- 21.4 Based on the consultation responses it is clear that a number of Cambridge residents, and those of the surrounding villages, travel some distance to ice skate. Moreover, the University Ice Hockey Team presently drives to Peterborough for practice and matches. By locating the ice arena on the edge of the county's biggest settlement the potential for existing skaters and new ones to use sustainable means to access such a sub-regional facility is increased.

22.0 **EXEMPLAR IN SUSTAINABILITY**

- 22.1 An ice arena is a development that has the potential to use significant amounts of energy and water. In this case the culmination of technologies proposed for the use of the building and maintenance of the ice pad represents an exemplary approach to delivering an ice arena. One that would have lower energy demands than existing ice rinks elsewhere in the country.
- 22.2 A commitment has been made to reducing the water demands of the building. Whilst it is acknowledged that a large volume of water is needed to maintain the ice pad, water use within the building will be minimised by using water efficient fittings.

23.0 **COMMUNITY ACCESS AGREEMENT**

- 23.1 Although initially requested by both Sport England and Cambridge City Council it is recognised that there is no policy requirement for the development to provide a community access agreement. When Marshall first mentioned they were in discussions with the ice arena promoters it was questioned whether it could be provided as part of the off-site, indoor sports facilities for Wing. This proposal was never accepted by officers and the applicant has clarified that there is no link between the two developments other than their physical proximity and that both sites are owned by Marshall.

23.2 Notwithstanding the above the applicant has stated that it is their intention to work with local community groups to ensure that the development is accessible by all members of the community. Prior to the submission of the application they have attended local schools and met with the parish council. Officers support the approach that has been taken and the community use statement that has been submitted.

24.0 CONCLUSION

24.1 The planning application seeks approval for the erection of an ice arena to serve the Cambridge sub-region on an area of land previously released from the greenbelt as part of the proposals for Cambridge East. The proposed development will in no way prejudice or delay the development of Wing or any wider Cambridge East development. The proposal complies with the adopted Development Plan and is therefore recommended for approval.

25.0 RECOMMENDATION

1 APPROVE S/0506/15/FL subject to the following conditions and informatives:

2 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

REASON: To ensure that consideration of any future application for development in the area will not be prejudiced by permissions for development, which have not been acted upon.

3 The development, hereby permitted, shall be carried out in accordance with the following approved plans and documents:

Drawings PP-00 Rev L (Location Plan);

PE-00 Rev M (Existing Site Plan);

PP-01 Rev M (Proposed Site Plan);

SK-62 (Elevation Drawings);

PP – 02 Rev F (Ground Floor Plan);

PP – 03 Rev F (First Floor Plan);

PP – 04 Rev F (Roof Plan);

PP - 07 Rev F (sections);

PP - 08 Rev F (sections);

PP - 09 Rev F (sections);

PP – 10 Rev G (Plaza);

Updated Energy Statement dated 22/04/15;

Tree Survey, Arboricultural Development Report and Tree Protection Plan;

Site Waste Management Plan;

Revised Transport Assessment (1409-49/TA/01C Rev C); and

Revised Flood Risk Assessment and Proposed Drainage Strategy (1501-54/FRA/02)

REASON: To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

- 4** Prior to the commencement of development of the buildings approved, except for any underground enabling works, samples of the materials to be used in the construction of the external surfaces of the buildings, shall be submitted and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details. Unless otherwise agreed in writing with the Local Planning Authority a sample panel of the proposed materials shall be erected on site.
REASON: To ensure that the appearance of the building does not visually detract from the amenity of the area in accordance with Policies DP/2 and DP/3 of the adopted Local Development Framework 2007.
- 5** No development shall commence until a Landscape Management Plan has been submitted to and approved in writing by the Local Planning Authority. This plan shall state the long term vision for the landscape, with particular reference to the existing eastern boundary tree belt, and how it will be maintained and enhanced. The plan should describe through drawings and supporting written material the relevant landscape operations required to achieve a robust and healthy landscape through protection, restoration, maintenance and management before and during construction, for a period of ten years following occupation of the buildings hereby permitted. The development shall be carried out and maintained in accordance with the approved details.
REASON: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.
- 6** No development shall commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following matters:
- Details of the area(s) subject to construction activity and the storage of materials and equipment including height of storage area for materials and/or equipment.
 - Details of arrangements for the delivery of materials and construction equipment to the site.
 - Details of cranes and other tall construction equipment (including the details of obstacle lighting) - Such schemes shall comply with Advice Note 4 'Cranes and Other Construction Issues' (available at www.aoa.org.uk/publications/safeguarding.asp).
 - Details and measures for the control of activities likely to produce dust and smoke etc.
 - Details of temporary lighting - Such details shall comply with Advice Note 2 'Lighting Near Aerodromes' (available at www.aoa.org.uk/publications/safeguarding.asp).
 - Details and measures for the Control and disposal of putrescible waste to prevent attraction of birds.
- The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of

the construction period. Details of working hours (note: Bank and public holidays should be treated the same as Sundays).

REASON: To ensure that the construction of the development does not impact upon the physical safeguarding and operation of Cambridge Airport in accordance with Policy DP/6 of the adopted Local Development Framework 2007.

- 7 Prior to the commencement of the development a lighting scheme, to include details of any external lighting of the site such as street lighting, floodlighting, security lighting, shall be submitted to and approved in writing by, the Local Planning Authority. This information shall include a layout plan with beam orientation, full isolux contour maps and a schedule of equipment in the design (luminaire type, mounting height, aiming angles and luminaire profiles, angle of glare and shall assess artificial light impact in accordance with The Institute of Lighting Professionals" "Guidance Notes for the Reduction of Obtrusive Light GN01:2011". The approved lighting scheme shall be installed, maintained and operated in accordance with the approved details measures unless the Local Planning Authority gives its written consent to any variation.**

REASON: To ensure that lighting from the developments does not visually detract from the amenity of the area in accordance with Policies DP/2 and DP/3 of the adopted Local Development Framework 2007.

- 8 No building hereby permitted shall be occupied until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority before any development commences. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the National Planning Policy Framework and the National Planning Policy Guidance, and the results of the assessment provided to the local planning authority. The system should be designed such that there is no surcharging for a 1 in 30 year event and no internal property flooding for a 1 in 100 year event + an allowance for climate change. The submitted details shall:**

- **Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;**
- **An assessment of the existing ponds that will receive the surface water drainage, including outlet capacity, direction and location and an assessment of the capacity of the ponds and any ecological implications that might arise from increasing capacity of the ponds, if necessary, and fluctuations in water levels as a result of discharges from the development;**
- **Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme**

throughout its lifetime. The development shall be implemented in accordance with the details thus approved and the drainage system shall be maintained in accordance with the approved strategy thereafter.

REASON: To ensure that surface water from the development does not result in flooding outside the site in accordance with Policy NE/9 of the adopted Local Development Framework 2007.

9 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, please note 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 in accordance with Policy DP/6 of the adopted Local Development Framework 2007.

10 The development hereby permitted shall not be commenced until such time as a scheme to dispose of foul water drainage, including any trade effluent, has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

REASON: To ensure adequate protection of the groundwater given that this site lies above highly leachable soils and a major aquifer, in line with National Planning Policy Framework (NPPF).

11 Prior to the commencement of any development, a scheme for the provision and implementation of pollution control of the water environment, which shall include surface water drainage, shall be submitted and agreed in writing with the Local Authority. The works/scheme shall be constructed and completed in accordance with the approved plans.

REASON: To ensure a satisfactory method of surface water drainage and to prevent the increased risk of pollution to the water environment in accordance with Policy NE/9 of the adopted Local Development Framework 2007.

12 i) No construction work using power operated machinery and or construction collections from or deliveries to the site shall take place, other than between the hours 08:00 to 18:00 on Monday to Friday and 08:00 to 13:00 hours on Saturdays unless agreed in writing with the local planning authority. No construction works or collection / deliveries shall take place on Sundays, Bank or Public

Holidays unless otherwise agreed in writing by the Local Planning Authority.

- 13 ii) Prior to the development taking place the applicant shall provide the local authority with a report / method statement for approval detailing the mitigation measures to be taken to protect local residents from construction noise, vibration and airborne dust. Potential construction noise and vibration levels at the nearest noise sensitive locations shall be predicted in accordance with the provisions of BS5228: 2009 Code of practice for noise and vibration control on construction and open sites: Parts 1 Noise and 2 Vibration. Development shall be carried out in accordance with the approved details.

REASON: All to ensure the environmental impact of the construction of the development is adequately mitigated and to protect the amenities of nearby residential properties in accordance with Policies NE/15 and DP/6 of the adopted Local Development Framework 2007.

- 14 The plant/equipment and any associated plant enclosures, hereby approved, shall be installed, operated, maintained and serviced in accordance with the submitted details in the Neill Woodger Acoustics acoustic report entitled 'Noise Assessment', dated January 2015, and the details of the noise attenuation measures detailed within it. Prior to the commencement of use, a post installation operational noise performance completion report for plant and equipment shall be submitted to and approved in writing by the Local Planning Authority. Should the attenuation levels detailed in the report referred to above not be met then the details of further attenuation work, as required, shall be submitted to the Local Planning Authority for its approval in writing. The noise attenuation/insulation scheme shall be implemented and thereafter maintained in strict accordance with the approved details.

REASON: In order to minimise noise disturbance for adjoining residents in accordance with the aims of Policies DP/3 and NE/15 of the adopted Local Development Framework 2007.)

- 15 The building, hereby permitted, shall not be occupied until a strategy for the monitoring of cycle parking on site and the enhancement of cycle infrastructure in the vicinity has been submitted to and approved in writing by the Local Planning Authority. This strategy shall include the following:

i. locations of additional cycle parking to be reserved and provided should the monitoring demonstrate that it is required. ii. Details of internal and external cycle routes within land under the control of the applicant or within the adopted public highway.

The development shall be carried out in accordance with the approved details.

REASON: To ensure that sufficient infrastructure is in place to encourage cycling in accordance with Policy TR/3 of the adopted Local Development Framework 2007.

16 Notwithstanding the Travel Plan that has been submitted the buildings, hereby permitted, shall be occupied until a Travel Plan for both staff and visitors has been submitted to and approved in writing by the Local Planning Authority. The Plan shall be implemented in accordance with the approved details.

REASON: To reduce car dependency and to promote alternative modes of travel in accordance with Policy TR/3 of the adopted Local Development Framework 2007.

26.0 INFORMATIVES

- 26.1 Should driven pile foundations be proposed, then before works commence, a statement of the method for construction of these foundations shall be submitted and agreed by the District Environmental Health Officer so that noise and vibration can be controlled.
- 26.2 During construction there shall be no bonfires or burning of waste on site except with the prior permission of the Environmental Health Officer in accordance with best practice and existing waste management legislation.
- 26.3 The Environment Agency will be pleased to assist in the assessment of proposals submitted by the applicant to meet the relevant drainage conditions. If a sealed cess pool is chosen the contents should regularly be tankered for transport to an appropriate waste site.
- 26.4 Notwithstanding the provision of the Town and Country Planning General Permitted Development Order 1995 (or any order revoking or re-enacting that Order), any facilities, above ground, for the storage of oils, fuels or chemicals shall be provided with adequate, durable secondary containment to prevent the escape of pollutants. The bunded area shall be designed, constructed and maintained in order that it can contain a capacity not less than 110% of the total volume of all tanks or drums contained therein. All filling points, vents, gauges and sight glasses should be bunded. Any tank overflow pipe outlets shall be directed into the bund. Associated pipework should be located above ground and protected from accidental damage. There shall be no gravity or automatic discharge arrangement for bund contents. Contaminated bund contents shall not be discharged to any watercourse, land or soakaway. The installation must, where relevant, comply with the Control of Pollution (Oil Storage) (England) Regulations 2001 and the Control of Pollution (Silage, Slurry and Agricultural Fuel Oil) Regulations 1991 and as amended 1997. Site occupiers intending to purchase or install pollutant secondary containment (bunding) should ensure that the materials are not vulnerable to premature structural failure in the event of a fire in the vicinity.
- 26.5 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with

and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

26.6 Under the Flood Water Management Act 2010, since the 6th April 2012, Cambridgeshire County Council has been responsible, as the Lead Local Flood Authority (LLFA) for flood risk management and Ordinary Watercourses Regulation, including culverting or alteration to watercourses, in this area. It will therefore be necessary for you to contact the council direct to investigate any non main river flooding. Tel: 01223 699155 - FloodAndWater@Cambridgeshire.gov.uk

26.7 During construction there shall be no bonfires or burning of waste on site except with the prior permission of the Environmental Health Officer in accordance with best practice and existing waste management legislation.

27.0 CONTACT DETAILS

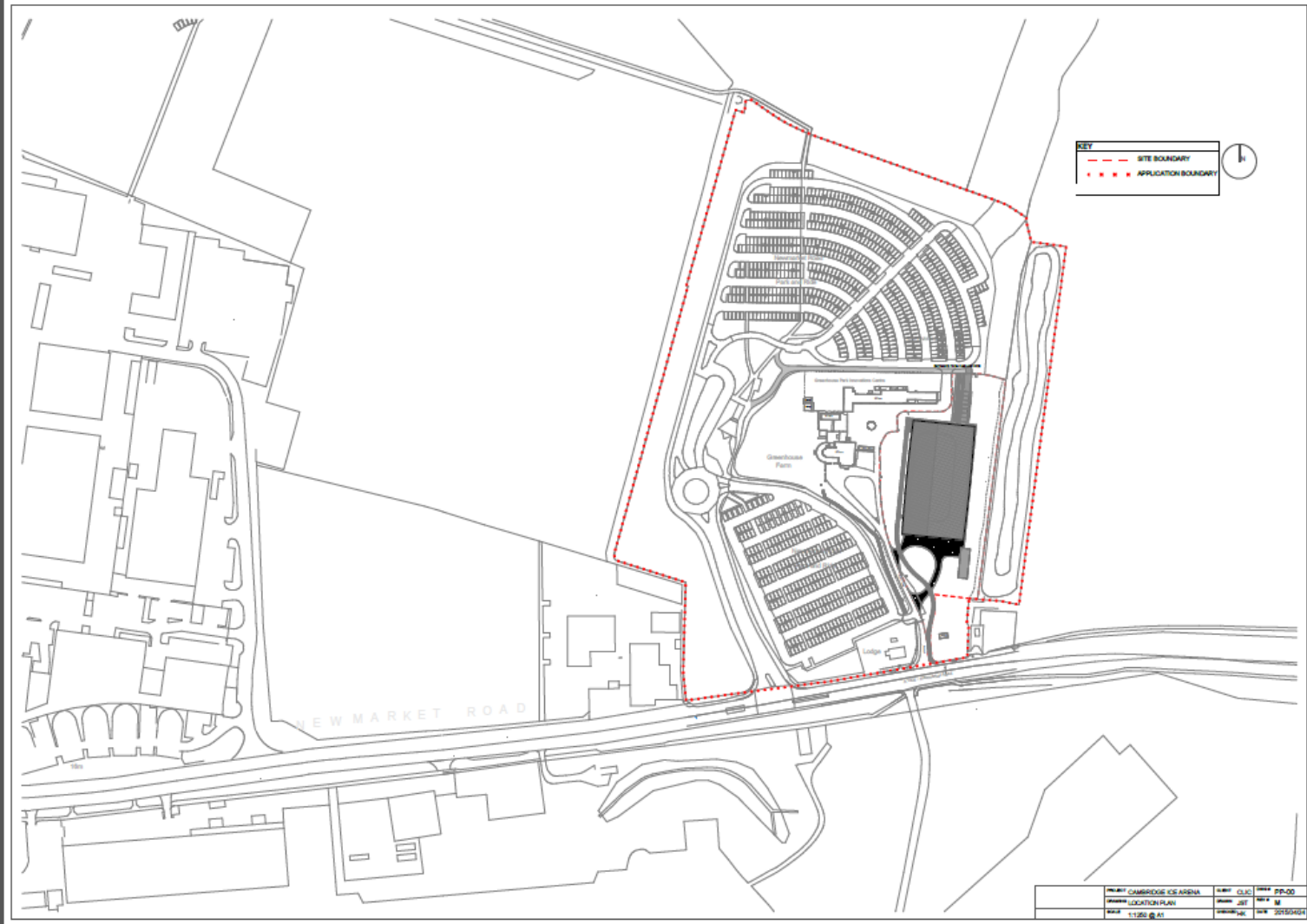
27.1 To inspect any related papers or if you have a query on the report please contact:

Author's Name: Ed Durrant

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APPENDIX A – Relevant Plans -Site Location Plan



Existing Site Plan



Proposed Site Plan



Proposed Elevations

