

Application Number	10/1003/FUL	Agenda Item	
Date Received	5th October 2010	Officer	Mr Amit Patel
Target Date	30th November 2010		
Ward	Trumpington		
Site	British Telecom Long Road Cambridge Cambridgeshire CB2 8HG		
Proposal	Installation of a fenced enclosure and pole stack housing along with lighting and assitional CCTV to existing car park and associated works.		
Applicant	81 Newgate Street London EC1A 7AJ		

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The British Telecommunication Telephone Exchange (also known as the Cambridge Trunks Telephone Exchange) is located at 109-117 Long Road, in the south of the City. An industrial/office block style building of two and three storeys, it is located on the north side of Long Road about 200 metres east of the junction with Trumpington Road. The building is bordered to the north by the residential properties of Porson Court; to the east by housing on the Long Road with the protected open space of the Peterhouse Sports Ground behind; to the west by housing on the Long Road frontage and the Perse Prep School behind; and to the south by a planting strip along the south side of the Long Road.
- 1.2 The site is not within a Conservation Area and does not fall within a Car Parking Zone. The building is not a Listed Building.

2.0 THE PROPOSAL

- 2.1 The application as submitted was for the reduction of 128 car parking spaces and associated works. This has, however, been amended to "Installation of fenced enclosure and pole stack

housing along with lighting and additional CCTV to existing car park and associated works.”

2.2 The application is accompanied by the following supporting information:

1. Design Statement
2. Plans
3. Further comments from agent

3.0 SITE HISTORY

Reference	Description	Outcome
C/83/0337	Alteration to existing vehicular access	PERM
C/89/0127	Provision of new car parking area (amended by letter and drawings dated 8/05/89).	PERM

4.0 PUBLICITY

4.1 Advertisement:	No
Adjoining Owners:	Yes
Site Notice Displayed:	Yes

5.0 POLICY

5.1 Central Government Advice

5.2 **Planning Policy Statement 1: Delivering Sustainable Development (2005):** Paragraphs 7 and 8 state that national policies and regional and local development plans (regional spatial strategies and local development frameworks) provide the framework for planning for sustainable development and for development to be managed effectively. This plan-led system, and the certainty and predictability it aims to provide, is central to planning and plays the key role in integrating sustainable development objectives. Where the development plan contains relevant policies, applications for planning permission should be determined in line with the plan, unless material considerations indicate otherwise.

- 5.3 **Planning Policy Guidance 13: Transport (2001):** This guidance seeks three main objectives: to promote more sustainable transport choices, to promote accessibility to jobs, shopping, leisure facilities and services, by public transport, walking and cycling, and to reduce the need to travel, especially by car. Paragraph 28 advises that new development should help to create places that connect with each other in a sustainable manner and provide the right conditions to encourage walking, cycling and the use of public transport.
- 5.4 **Circular 11/95 – The Use of Conditions in Planning Permissions:** Advises that conditions should be necessary, relevant to planning, relevant to the development permitted, enforceable, precise and reasonable in all other respects.
- 5.5 **Circular 05/2005 - Planning Obligations:** Advises that planning obligations must be relevant to planning, necessary, directly related to the proposed development, fairly and reasonably related in scale and kind and reasonable in all other respect.

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

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

5.6 **East of England Plan 2008**

SS1: Achieving Sustainable Development
T1: Regional Transport Strategy Objectives and Outcomes
T2: Changing Travel Behaviour
T3 Managing Traffic Demand
T4 Urban Transport
T8: Local Roads
T14 Parking
ENV7: Quality in the Built Environment

5.7 **Cambridgeshire and Peterborough Structure Plan 2003**

Planning Obligation Related Policies

P6/1 Development-related Provision

P9/8 Infrastructure Provision

P9/9 Cambridge Sub-Region Transport Strategy

5.8 **Cambridge Local Plan 2006**

3/1 Sustainable development

3/4 Responding to context

3/7 Creating successful places

3/11 The design of external spaces

4/4 Trees

4/13 Pollution and amenity

4/15 Lighting

8/9 Commercial vehicles and servicing

8/10 Off-street car parking

10/1 Infrastructure improvements

Planning Obligation Related Policies

8/3 Mitigating measures (*transport*)

10/1 Infrastructure improvements (*transport, public open space, recreational and community facilities, waste recycling, public realm, public art, environmental aspects*)

5.9 **Supplementary Planning Documents**

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

adaptation, water, materials and construction waste and historic environment.

Cambridge City Council (March 2010) – Planning Obligation Strategy: provides a framework for securing the provision of new and/or improvements to existing infrastructure generated by the demands of new development. It also seeks to mitigate the adverse impacts of development and addresses the needs identified to accommodate the projected growth of Cambridge. The SPD addresses issues including transport, open space and recreation, education and life-long learning, community facilities, waste and other potential development-specific requirements.

5.10 Material Considerations

Area Guidelines

Cambridge City Council (2002)–Southern Corridor Area Transport Plan:

The purpose of the Plan is to identify new transport infrastructure and service provision that is needed to facilitate large-scale development and to identify a fair and robust means of calculating how individual development sites in the area should contribute towards a fulfilment of that transport infrastructure.

6.0 CONSULTATIONS

Cambridgeshire County Council (Engineering)

- 6.1 The proposal will give rise to additional trips. This has a knock on effect on the competition for on street car parking. BT has confirmed that an additional 10-15 people will visit this site on a daily basis, increasing the total numbers from 250 - 320 to 265 – 335; the variance being up to 70 visitors. The 361 parking spaces available for these people will be adequate provision. The use of Long Road by additional HCV movements will not result in any significant highway issue and the site plan shows that a large vehicle can leave the site in a forward gear. There have been negotiations about the increase in traffic movements and it is now accepted that SCAPT payments will not be required. There is no reason to refuse the application based on traffic generation or highway safety.

Arboriculture Section

6.2 No Comments have been received.

Cambridge City Council Access Officer

6.3 There should be two marked spaces for blue badge holders.

6.4 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 Councillor Stuart has requested that this application be called in on the grounds of highway safety and car parking.

7.2 The owners/occupiers of the following addresses have made representations:

- 4 – 6 Cowgate (Sustrans)
- 11 Porson Road
- 25 Porson Road
- 3 Porson Road

7.3 The representations can be summarised as follows:

- Cycle parking not in a convenient location,
- The increase in heavy traffic to and from the site,
- Impact on the future amenity of the area,
- Work travel plan required to reduce number of staff arriving by private motor vehicles,
- On street car parking in the area will become worse for local residents,
- Long Road unsuitable for the large load traffic,
- Emergency vehicles cannot access Porson Road with current situation and this will make it worse,
- Highway safety will be compromised as more people will park here and conflict with other road users will increase,

7.4 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. Context of site, design and external spaces
2. Disabled access
3. Residential amenity
4. Refuse arrangements
5. Highway safety
6. Car and cycle parking
7. Third party representations

Context of site, design and external spaces

8.2 The site is situated off Long Road, which is a primary road and part of the orbital route around the City. The trees on the site frontage, and the planting opposite, gives the road a very open, almost rural feel. The majority of the works will take place within the car park area located in the southeast corner of the site, close to the street frontage.

8.3 The proposal is to introduce a pole stack area and an enclosed cable storage area with associated works. The area is not very visible from outside due to the location and the mature tree planting that encloses the space on three sides. Poles are covered by an awning or 'tent' on wheels can be pulled out or pushed back to ensure the poles are covered. The width of each tent is 3.5 wide with the main section 4.5m long and 2.1 m high; when the three sections are fully extended the total length of the 'tent' will be 10.7m. The finish will be plastic coated steel sides with a canvas roof. The four 'tents' will be in a compound 20m x 15 enclosed by a wire mesh fence.

8.4 Closer to the road will be a cable compound 8m deep and 15 m wide which will be surrounded by a 2metre high, palisade fence. It will however, be set behind 28 metres from the road beyond railings, planting and existing stores which means it will not be

visible from the street, other than a corner through the access. In my view it will not be intrusive and is acceptable.

- 8.5 The proposal includes the installation of CCTV cameras to the existing lighting columns, which will overlook the application site area. This is broadly acceptable as they will not be intrusive in the street scene, but it is important that the potential for light spillage and overlooking over 97 Long Road, the nearest property to the east, is managed, which can be done by condition. I do however, consider that given the presence of lighting on the site already, and the dense planting on the common boundary between the two properties, that this will be mitigated to a degree that will ensure that the amenity of the neighbouring occupier remains satisfactory.
- 8.6 The relocation of the barriers will not be detrimental, as these already exist and are visible from the street.
- 8.7 In my opinion the proposal is compliant with East of England Plan 2008 policy ENV7 and Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12.

Disabled access

- 8.8 The access officer has commented that there should be two disabled spaces for the 19 new spaces, however this is already an existing parking area and the addition of a disabled bay is welcomed and I do not feel that the absence of a second disabled bay is grounds for refusal.
- 8.9 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

- 8.10 The proposal will be located in the south-east corner of the site within a car park area. The property most likely to be affected from the proposal is the adjoining neighbour to the east, 97 Long Road, but that house is located about 15 metres from the edge of the existing car park area with the compounds another 11m distant and strong planting between the two.

- 8.11 There has been objection from Porson Road about the intensification of parking from this development. Although there may be greater pressure for parking, I believe that the site still has ample parking. The agents have provided further information which is dealt with the car and cycle parking section.
- 8.12 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 East of England Plan 2008 policy ENV7 and Cambridge Local Plan (2006) policies 3/4 and 3/7.

Highway Safety

- 8.13 The local highway authority have commented that this is a radial ring road which is capable of having larger vehicles servicing the site. The agents have confirmed that they expect that one large 40ft lorry will deliver new poles/cable drums to site once a week. The road is wide enough to accommodate a lorry and there would be no safety implications if that was to occur.
- 8.14 The use of Porson Road as a secondary parking area is not a planning matter and it is noted that the street is not within a Cambridge controlled parking zone where restrictions might apply. One must hope this is not an issue given the extent of the on-site parking, but on-street parking is a highway matter covered by separate legislation and County highway authority.
- 8.15 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

Car and Cycle Parking

- 8.16 The agents have provided further information with regard to the number of people potentially using the site in terms of current parking facilities on site. There are currently 183 parking spaces to the north car park, a further 16 spaces within the lower car park (between the north and south blocks of the site), 35 parking spaces to the south car park and 127 spaces to the south eastern car park. In total there are 361 parking spaces on site which were required when the site originally housed over

500 members of staff. As the number of people now on site has reduced so has the demand for spaces.

- 8.17 As a result of the proposed works the spaces to the south eastern car park will be reduce down to 19 spaces. The result of which is that 253 spaces will still be provided on site. We understand that typically there is a demand, based upon numbers of cars counted within the car park at a peak time for 204 spaces currently which will increase by a further 10-15 spaces following the proposed works. The above figures would be an average usage for the site as a whole.
- 8.18 The agents have also provided details of vehicle movements, in which they state that the majority will arrive between 7:30 and 9:00am and leave site between 5:00pm and 6:30pm. 30 staff also have shift changes at 3.00pm and 10.00pm each day with approximately 30 staff on site between 6.30pm and 7.30am. The number of individuals operating from small liveried BT vehicles who commute to and from the site during the day is approx 20.
- 8.19 Following the proposed works it is expected that an additional 15 private vehicles arriving and leaving at the peak times noted above. We expect that of this 15 vehicles arriving on site, 10 will then pick up a liveried BT vehicle and leave before 8.30am and return before 5.30pm in the evening. These vehicles will then be parked over night in the proposed amended area to the southeast car park. Taking all of the details into account I do not feel that there will be overly excessive movements that might have a detrimental impact on the amenity of the neighbouring occupiers or highway safety.
- 8.20 There is cycle parking on site, although not shown, the agents have confirmed the following: there is another bike shed to the south west corner of the site. The enclosure is secure, covered and has lighting. Further existing bike sheds are also provided to the northwest corner of the site. Therefore provision will still be maintained on site for both the front and rear entrances to the buildings.
- 8.21 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

Third Party Representations

8.22 There have been objections relating to cycle parking not being in a convenient location. I have addressed this in the car and cycle parking section, but it is acknowledged that it could be better placed. That notwithstanding, I do not consider what is now mooted is going to create such demand as to justify further provision now. The increase in heavy traffic to and from the site is addressed in the Highway safety section. Impact on the future amenity of the area has been addressed in the reports as a whole. In order to help address the issues raised by the proposal a work travel plan has been mooted. Requiring a reduction in the number of staff arriving by private motor vehicles. On street car parking has been addressed in as much as it can be in the report and the County highway authority position on HCV's explained. Highway safety has also been addressed and while understanding the concerns about the difficulty emergency vehicles might have accessing the street, I think that is a matter of good behaviour which should not be materially affected by this proposal.

Planning Obligation Strategy

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

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

In bringing forward my recommendations in relation to the Planning Obligation for this development I have considered these requirements. The Planning Obligation Strategy (2010) provides a framework for expenditure of financial contributions collected through planning obligations. The applicants have indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Strategy.

The proposed development triggers the requirement for the following community infrastructure:

Transport

- 8.24 Contributions towards catering for additional trips generated by proposed development are sought where 50 or more (all mode) trips on a daily basis are likely to be generated.
- 8.25 The applicants have submitted a transport assessment.
- 8.26 From the additional information provided the trip generation will not trigger a need for a South Corridor Area Transport Plan and therefore the proposal is accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1, P9/8 and P9/9 and Cambridge Local Plan (2006) policies 8/3 and 10/1.

9.0 CONCLUSION

- 9.1 This is a relatively minor development with the existing site area. The proposal is related to the existing use and the reduction in car parking numbers is acceptable and will it is hoped encourage a modal shift. Although there is concern about overspill of car parking onto the street I do not think that either that or a limited number of additional heavy commercial vehicles on Long Road justifies refusal of the application. I therefore recommend approval.

10.0 RECOMMENDATION APPROVE

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. Prior to the commencement of development, full details of any new lighting and detail of CCTV cameras and their positions and the angles that they will cover shall be submitted to the local planning authority for approval which is to be given in writing. Implementation of the lighting and cameras and the angles they cover shall be implemented in accordance with that agreed and not varied without the agreement of the local planning authority which shall first have been given in writing.

Reason: In the interest of the amenity of nearby residents (East of England Plan 2008 env7 and Cambridge Local Plan 2006 policies 3/4 and 3/7)

3. Within 3 months of the date of this permission a Travel Plan setting out the steps to be taken to encourage a reduction in the use of the private car and the proposed setting of targets to be achieved and a process for monitoring what progress is made for a 5 year period shall be submitted to the local planning authority for its approval which is to be given in writing. The scheme shall then be implemented in accordance with that agreed.

Reason To encourage the reduction in the use of the private car (East of England Plan 2008 policy T2 and Cambridge Local Plan 2006 policies 3/1 and 8/2)

Reasons for Approval

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

East of England plan 2008: SS1, T1, T2, T3, T4, T8, T14 and ENV7

Cambridge Local Plan (2006): 3/1, 3/4, 3/7, 3/11, 4/4, 4/13, 4/15, 8/9, 8/10 and 10/1

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

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

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

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

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

These papers may be inspected by contacting John Summers (Ext.7103) in the Planning Department.