

## JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Joint Director of Planning and Economic Development

Date: 18th October 2017

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<b>Application Number</b>	16/2188/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	29.12.2016	<b>Officer</b>	Mark Wadsworth
<b>Target Date</b>	23.02.2017 EoT Agreed		
<b>Parishes/Wards</b>	ECH		
<b>Site</b>	Cowley Road Park And Ride Site Cowley Road Cambridge		
<b>Proposal</b>	Temporary change of use of a former Park & Ride site to a replacement depot for Cambridge City Council for a period of 3 years, including a storage building, electric vehicle charging point, waste storage bays, vehicle washdown facility, cycle storage facilities, portacabin, storage racks and welfare building. Regulation 3 of Town & Country Planning General Regulations 1992.		
<b>Applicant</b>	Cambridge City Council		

<b>SUMMARY</b>	<p>Work is on-going on the preparation of a joint Area Action Plan (AAP) for Cambridge Northern Fringe East which will provide a planning framework to guide and control the future development of the area. The proposed temporary depot use will, however, not prejudice the wider regeneration of the area.</p> <p>The Transport Assessment submitted with the application has concluded that the proposal would have limited impact on the highways network.</p> <p>Officers are content that appropriate safeguards are in place to protect the amenities of the area and the future occupants of the development.</p> <p>All outstanding issues can be addressed by condition.</p>
<b>RECOMMENDATION</b>	<b>APPROVAL</b>

## **1.0 SITE DESCRIPTION/AREA CONTEXT**

- 1.1 The application site is located approximately 3.5 kilometres north-east of Cambridge City Centre within an area known as Cambridge Northern Fringe East, with surrounding land uses comprising a mix of commercial, industrial, leisure and infrastructure operations.
- 1.2 The site is located off Cowley Road and comprises the former City Council park and ride facility. The site has a junction onto Cowley Road which provides access to the wider road network via Cowley Road and Milton Road. The junction at Cowley Road and the A1309 is signal controlled.
- 1.3 The 1.28 hectare site which fronts onto Cowley Road to the south, is bounded to the north by the recently constructed Mick George recycling facility and the Anglian Water Wastewater Treatment Works, a golf driving range to the east, and to the north and west by Orwell House a commercial office development.
- 1.4 Mature landscaping planting is established along the boundary with Orwell House, with car parking and service road (Orwell Furlong) between the site boundary and the two-storey Orwell House. Hedgerow planting is established along the rear north-eastern boundary of the site, with recycling centre and Anglian Water filtration beds located close to the boundary.
- 1.5 The site retains the infrastructure associated with its former use as a park and ride facility, including the site vehicle accesses from Cowley Road, the welfare building, parking, lighting, site circulation, hardstanding and drainage infrastructure. The welfare building provided waiting and restroom facilities for the park and ride use.
- 1.6 The site is not within a Conservation Area and is outside a controlled parking zone. It falls within the proposed Northern Fringe East Area Action Plan area, the relevance of which is discussed at paragraph 5.5.
- 1.7 The application site is owned by Cambridge City Council.

## **2.0 THE PROPOSAL**

- 2.1 This is a Regulation 3 application because it is the City Council's own development on land owned by the City Council. The proposal is to relocate the City Council's Mill Road depot operations to the former Park and Ride site at Cowley Road. Pre-application discussions are ongoing on the redevelopment of the Mill Road Depot site.
- 2.2 The proposal is that the proposed new depot operations would be operational for only three years.
- 2.3 The existing Mill Road depot is used to support activities undertaken by the City Council in maintaining the public realm, including street cleaning, litter collection and maintenance of parks and areas of public open space. The

Direct Services team also provides maintenance services to the Council's housing stock and commercial buildings.

- 2.4 At present 180 Council staff are based at the Mill Road Depot site. It is envisaged that all these staff will be relocated to the Cowley Road site. The majority of the employees will work off-site within the City Council administrative area and use the Cowley Road site as a satellite base. Approximately 100 park spaces are dedicated for staff parking while 34 are proposed for operational service vehicles only.
- 2.5 Aside from the proposed change of use of the Cowley Road site the application proposes the erection/installation of the following structures and facilities:
- storage building
  - wash down bay
  - charging bays for 10 electric vehicles
  - works vehicle parking bays
  - salt and general stores
  - waste transfer area
  - office accommodation
  - associated access, staff parking, cycle parking and circulation areas
- 2.6 The site will be sub-divided with a gated access into an area of enclosed hard standing (yard) at the northern end of the site. The proposed new storage building would be erected alongside the boundary to the yard and will measure 38.4 metres long by 9.4 metres deep. The building which will be 3.6 metres high to the eaves and 4.5 metres high to the ridge will be built using powder coated profiled steel cladding. Four sectional doors will enable vehicles to be driven into the structure with rooflights providing natural lighting inside the building.
- 2.7 The proposed wash down bay shall be constructed next to the storage building and will involve the installation of a pre-cast concrete sectional retaining wall, with trapped gullies to collect debris. This new structure will be 10 metres deep by 7 metres wide by 2.5 metres high.
- 2.8 A waste transfer area will be formed towards the rear of the site along the eastern boundary of the yard. This will involve the construction of 8 waste bays measuring 30 metres long by 7 metres deep and 2.5 metres in height. It is anticipated that a maximum of 46.49 cubic metres of inert waste will be stored at the site. The various waste volumes likely to be stored on site at any time based on existing use at Mill Road Depot are as follows;
- Street Sweepings – 23.2 cubic metres
  - Green Street Sweepings – 14.2 cubic metres
  - Building trade waste – 2.6 cubic metres
  - Clean wood – 2.34 cubic metres
  - Green trade waste – 4.15 cubic metres

- 2.9 Office accommodation is to be provided in a mobile structure which is being transported from the Mill Road site. The structure which is to be sited towards the entrance of the site will measure 4.0 metres x 4.0 metres by 3.6 metres high.
- 2.10 The existing welfare building will be reused and serve as a crew restroom. It should be noted that the welfare building is wheelchair accessible.
- 2.11 The core Depot hours are 06:00 to 19:00 seven days a week. The applicant has confirmed that working at weekend is occasional but would be within these hours and with far less vehicle movement. At 06:00 teams start their daily work activity, with the majority of teams finishing work between 14:30 and 16:00 hours with a team finishing at 19:00.
- 2.12 The application is accompanied by the following supporting information:
- Planning statement
  - Transport assessment
- 2.13 In accordance with the agreed scheme of delegation, the application is being brought to Planning Committee for determination because of the site's location within the emerging Northern Fringe East AAP and because it is a City Council development under Regulation 3.

### 3.0 SITE HISTORY

<u>Reference</u>	<u>Description</u>	<u>Outcome</u>
C/86/0453	Use of land as car park	Permitted 21.04.1986
C/88/1360	Use of land for park and ride purposes.	Permitted 25.01.1989
C/00/0356	Expansion of existing car parking area and provision of single storey passenger waiting building, including toilets and supervisor's office and store.	Permitted 19.09.2000
09/0072/FUL	Change of use from Park and Ride facility (Sui Generis) to bus parking area (Sui Generis) and erection of 2.4m high palisade fencing to Cowley Road frontage.	Permitted 15.04.2009

- 3.1 Condition 2 of planning permission 09/0072/FUL required that the use of the site as a bus parking area should be discontinued and the land returned to its former condition, on or before 06 May 2014. The site therefore reverted back to its previously approved use as a Park and Ride Facility, which is a *Sui Generis* use.

## **4.0 PUBLICITY**

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

## **5.0 POLICY**

- 5.1 Central Government Advice  
National Planning Policy Framework 2012  
Planning Practice Guidance 2014  
Circular 11/95 – The Use of Conditions in Planning Permissions (Annex A)

- 5.2 Cambridge Local Plan 2006
- 3/1 Sustainable development
  - 3/12 The design of new buildings
  - 4/13 Pollution and amenity
  - 4/15 Lighting
  - 8/2 Transport impact
  - 8/4 Walking and Cycling accessibility
  - 8/5 Pedestrian and cycle network
  - 8/6 Cycle parking
  - 8/7 Public transport accessibility
  - 8/9 Commercial vehicles and servicing
  - 8/10 Off-street car parking
  - 8/18 Water, sewerage and drainage infrastructure
  - 9/6 Northern Fringe
  - 10/1 Infrastructure improvements

- 5.3 Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan 2012
- Policy W1F - Waste Recycling and Recovery.
  - Policy CS31 / Policy 71 - Waste Water Treatment Works (WWTW) Safeguarding Area

- 5.4 Supplementary Planning Documents
- Cambridge City Council (May 2007) – Sustainable Design and Construction

- 5.5 Status of Proposed Submission – Cambridge Local Plan 2014  
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, policy 14 in the emerging Local Plan is relevant but has minimal weight. Policy 14 relates to the emerging Northern Fringe East AAP.

5.6 Status of Proposed Submission – Cambridge Northern Fringe East, Area Action Plan

The Cambridge and South Cambridgeshire Local Plans (submitted in March 2014) both propose the development of the Cambridge Northern Fringe East area in a comprehensive and coordinated manner for an employment led mixed use development. The catalyst for the regeneration will be the new railway station that opened earlier this year. Work is on-going on the preparation of a joint Area Action Plan (AAP) which will provide a planning framework to guide and control the future development of the area.

An Issues & Options Report set out the main issues for the Cambridge Northern Fringe East area and the potential options to address them. Public consultation on this document closed on 2 February 2015. The findings of the Issues & Options Report were considered at the Joint Strategic Transport and Spatial Planning Group, South Cambridgeshire District Council's Planning Portfolio Holder Meeting and Cambridge City Council's Development Plan Scrutiny Sub-Committee – all in November 2015.

Further work is currently being undertaken with regard to transport modelling, urban design issues, infrastructure delivery and odour impact, the outcome of which will be subject to further consultation.

The proposed Submission AAP will set out the policies to guide development in the Cambridge Northern Fringe area. However, given the status of the emerging AAP, it can only be given very limited weight.

## 6.0 CONSULTATIONS

### **Cambridgeshire County Council (Transport Assessment Team)**

*As originally submitted*

- 6.1 The Transport Assessment Team required the submission of a Transport Assessment and recommended that the development provides a segregated footway/cycleway dedicated as public highway on the Cowley Road frontage of the site.

*Comments on the submitted Transport Assessment*

- 6.2 The applicant submitted a Transport Assessment. County Highways were consulted on the submitted Transport Assessment and have made the following comments;
- County Transport does not wish to raise any objections to the car and cycle parking proposals
  - Agree with the predicted traffic flows
  - Agree that there is sufficient capacity at the Cowley Road junction

- Agree that the proposals show only a limited impact upon the capacity of the network
  - Recommends that the applicant should become Travel Plan Plus member
- 6.3 More generally, County Transport comment that the highway network in the vicinity of Cowley Road is at capacity and that in order for further growth to occur in the long term significant investment will be required, but note that the application is only for temporary use of the site.

### **Environmental Health**

- 6.4 Environmental Health Officers have assessed the proposals and raised the following issues;
- Contaminated land - Officers are aware of elevated concentrations of ground gases in the area but are confident that there will be adequate ventilation within the warehouse building to overcome any risks. With regards to potential risks to groundwater Environmental Health Officers recommended that the Environment Agency (EA) be consulted.
- Noise - It is accepted that the proposed new location is arguably much more suited to activities from the Depot than the existing location given its commercial/industrial setting. However, we need to ensure that the occupiers of the offices in Orwell House, adjoining the site, are not significantly impacted with regards to noise. At present, the land adjoining the offices is empty and therefore, the tenants in the offices are not impacted from noise at the site. It is now clear that the relocation will be like-for-like activities. However, we will still require a Noise Impact Assessment – this can be conditioned. A bespoke condition is suggested above.
- Dust from operational activities – Officer recommended that a Dust management Plan is provided for the site.
- Odour from Operational Activities - It has been confirmed that the waste materials to be kept on the site will be inert in nature. As such the proposals will not create an odour problem in the area. No further information is required on odour.
- Site Lighting - It is noted that no additional site lighting is required.

- 6.5 Having assessed the proposals Environmental Health Officers do not wish to raise any objections to the proposals and have requested that three conditions are imposed requiring compliance with standards construction working hours, noise and dust.

### **Environment Agency**

*As originally submitted*

- 6.6 The Environment Agency (EA) has raised objections to the proposals on the grounds that the proposed development, has failed to provide assurances that the risk of pollution to controlled waters are acceptable, or can be appropriately managed. The EA concerns are that the site is underlain by sands and gravels designated as a secondary A aquifer. The proposals which as originally submitted propose fuel tanks and fuelling stations, a vehicle wash

down bay and waste transfer area which would potentially present risks to the aquifer.

*In response to further information submitted*

- 6.7 The EA has *withdrawn their objection* and have requested the inclusion of the following pre-commencement conditions, including pollution control; and contamination land condition which requires submission and approval of a Preliminary Risk Assessment, prior to the commencement of development.

#### **Access Officer**

- 6.8 The Council's Access Officer raised concerns about the proposals and advised that the scheme will be expected to have full wheelchair access and wheelchair accessible toilets.

#### **Cambridgeshire County Council (Growth & Economy Services)**

*As originally submitted*

- 6.9 This area of the Cambridge Northern Fringe East has a number of designations and allocations under Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) and the accompanying adopted Site Specific Proposals Plan (2012), including;
- Waste Consultation Area (WCA) - Policy W1F in the Site Specific Proposals Plan (2012) which allocates the site and neighbouring land for Waste Recycling and Recovery.
  - Waste Water Treatment Works (WWTW) Safeguarding Area - Policy 71 of the Site Specific Proposals Plan which extends for 400 metres beyond the WWTW. The application falls within this safeguarding area where places a presumption against allowing development which would be occupied by people, including industrial and commercial uses. It is suggested that Policy CS31 of the adopted Core Strategy planning permission should only be granted when it has been demonstrated (by odour assessment) that the proposed development would not be adversely affected by the continued operation of WWTW.

*In response to further information submitted*

- 6.10 The County accepts that the site is unlikely to be used for the future waste management uses allocated by Policy W1F and therefore have no objections to the proposal in terms of the Waste Consultation Area (WCA). However, the County still maintains that an odour assessment should be provided to help demonstrate that the proposed development would not be adversely affected by the continued operation of the WWTW.
- 6.11 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 owner/occupier of the following address has made a representation;
- 6 Orwell House, Orwell Furlong
- 7.2 The following concerns have been raised;
- It is not appropriate to have fuel and waste stored next to the office/light industrial businesses in Orwell House.
  - What is the waste to be stored?
  - How much waste will there be?
  - How much fuel is to be stored there?
  - Will the depot operate after working hours?
- 7.3 These issues have been addressed in the assessment and officers have also responded on these points directly to the occupier of No. 6 Orwell House.
- 7.4 The above representation is a summary only and full details can be inspected on the application file.

## **8.0 ASSESSMENT**

- 8.1 The following sets out officer's assessment of the proposals and considers;
- Principle of development
  - Transportation
  - Amenity
  - Access
  - Drainage
  - Third party comments

### **Principle of development**

#### *County plan allocations*

- 8.2 The County has confirmed that it accepts that the site is unlikely to be used for the future waste management uses allocated by Policy W1F and therefore have no objections to the proposal in terms of the Waste Consultation Area (WCA).
- 8.3 The County Council requires under Policy CS31 of the Core Strategy and Policy 71 of the Site Specific Proposals Plan that an odour assessment should be provided to help demonstrate that the proposed development would not be adversely affected by the continued operation of the WWTW. This issue is covered under the paragraph 8.33 of this report.

#### *Local plan allocations*

- 8.4 The adopted Local Plan (Cambridge Local Plan 2006) sets out a vision for the regeneration of the Cambridge Northern Fringe East site allocation (Policy 9/6

– Northern Fringe). Figure 9/6 on the plan identifies the site for residential development but it should be noted that this figure is a diagrammatic representation of the proposed principal land uses, access and transport arrangement and does not have any formal status other than as guidance (Refer para. 9.33).

- 8.5 Further, the emerging local plan allocates the site for mixed-use development, but clarifies that the quantum of development, site capacity, viability, time scales and phasing of development will all be established through the preparation of an Area Action Plan (AAP).
- 8.6 However, at the time of writing this report the AAP work has not yet progressed to a point where substantive weight can be given to it. In addition the proposal is for the temporary use of the site only and as such the granting of a temporary permission for the proposed depot use will not prejudice the longer term redevelopment of the area.
- 8.7 As little weight can be given to the AAP, this application will have to be judged on its own merits and a key consideration that must be taken into consideration is the established use of the site is as a Park and Ride Facility, which is a *Sui Generis* use.
- 8.8 The site is located within an area with a mix of commercial, industrial, leisure and infrastructure operations. The proposed use of the site as a depot will be in keeping with the types of commercial activity taking place at the moment with the Cambridge Northern Fringe East area. Furthermore, existing facilities built to support the park & ride use on the site, including, the hardstanding, vehicular access, boundary fencing, welfare building will all be brought back into use by the proposals.

#### *Conclusions*

- 8.9 The proposed temporary use of the former Park & Ride site as a Council Depot is considered by Officers to be acceptable in principle. Furthermore, the proposed temporary use of the site will not prejudice the longer term planning and redevelopment of the area. It should be noted that a condition will be imposed which limits the use of the site as a depot for a 3 year period only (Refer Condition 2).

#### **Transportation**

- 8.10 Policy 8/2 of the Cambridge Local Plan discourages further traffic growth and allows development where it will not have an unacceptable transport impact. Policy 8/3 requires development that places demand on the transport system to secure suitable mitigation measures. Growth can be supported and accommodated through enhanced sustainable transport use while Policies 8/4 & 8/5 promote walking and cycling and the expansion of the walking and cycling network.

### *Impact on the network*

- 8.11 The highway network in the vicinity of the Cambridge Science Park is at capacity, with significant congestion currently occurring along Milton Road, Kings Hedges Road, the A10 and A14, particularly during the peak periods. Cambridge Northern Fringe East and the Cambridge Science Park, is being taken into consideration in the A10 Transport Corridor Study which runs from Cambridge to Ely is due to be completed by the end of the year. The data provided in the Transport Assessment, however, demonstrates that the development can be accommodated at the Cowley Road junction off Milton Road.
- 8.12 It is anticipated that the development will add onto the highway network an additional 39 vehicles in the AM peak, of which 12 will be departing, and 35 departures in the PM peak. Table 8.1 below sets out the modal split for the existing Mill Road Depot site and expected modal split for the proposed new Cowley road depot site.

<b>Table 8.1 – Modal Split</b>						
<b>Mode</b>	<b>Walking</b>	<b>Bike</b>	<b>Car</b>	<b>Car/share</b>	<b>Bus</b>	<b>Train</b>
Existing Mill Road Depot	1%	19%	70%	5%	1%	2%
New Cowley Road site	1%	18%	69%	5%	1%	3%

- 8.13 The County Highways is content that there is sufficient capacity at the Cowley Road junction and the wider network and that transport improvements are not required to mitigate the impact of the proposals on the network.

### *Car Parking*

- 8.14 It is anticipated that 180 full-time staff will use the site, many of who will use it as a satellite base. The existing Park & Ride site has parking for 550 vehicles. The proposal is to retain 134 of these space of which 34 spaces will be used for operational vehicles. Charging bays will be provided for 10 electric vehicles. The remainder of 100 spaces will be available for staff parking.
- 8.15 The Transport Assessment and the submitted Travel Plan both anticipate demand of 69% of staff journeys to and from the new depot to be made by car. Car parking will, however, be provided for only 55% (100 spaces) of the anticipated 180 full-time staff of the maximum number of full time staff which will limit the number of staff able to travel to the site by car.
- 8.16 Policy 3/7 of the Local Plan requires that developments have considered the needs of those with disabilities to ensure places are easily and safely accessible. Car Parking Standards in the Local Plan require that at least 5% of the total numbers of car parking spaces are reserved for disabled people.

### *Cycle Parking*

- 8.17 Cycle Parking Standards in the Local Plan advises that the number of parking spaces for Storage and other B use classes should be determined on merit. The proposal is to provide on-site cycle racks for up to 60 cycles. The cycle parking spaces will be located close to the main vehicular entrance into the site.
- 8.18 The number of bike trips to the Mill Road Depot is currently around 19% of all journeys to the site, and it is expected that around the same proportion of journeys by staff to and from the new depot site will be by bike. It is therefore expected that around 34 members of staff will cycle to work. With cycle parking for a minimum of 60 bikes there is the potential for a significant increase in the proportion of staff members traveling to work by bike (33%). With the restrictions in the numbers of staff car parking spaces available it can be anticipated that there will be an increase in the number of staff travelling to work by bike, and by other modes of transport such as train, bus or car share. The number of proposed cycle parking spaces is considered acceptable.
- 8.19 A condition will be added which advises that the proposed cycle store should be designed to accommodate different formats of bicycles, including cargo bikes, trailers, etc.

#### *Travel Plan*

- 8.20 A Travel Plan (TP) has been submitted with the application. County Highways has reviewed the submitted TP and has agreed with the approach outlined and has recommended that the applicant should;
- become a *Travel Plan Plus* member to make use of the resources available in this area<sup>1</sup>
  - submit for approval an updated Travel Plan (Refer Condition 5)
  - undertake annual monitoring surveys
- 8.21 The key objective of the TP will be to achieve significant levels of modal shift away from the private car onto more sustainable modes of travel.

#### *Conclusion*

- 8.22 The highway network in the vicinity of the application site and the Cambridge Science Park is at capacity. The Transport Assessment provided by applicant, however, demonstrates that the development can be accommodated. The proposed number of on-site car spaces will, when compared to number of staff journeying to the Mill Road Depot, help reduce the overall number of staff travelling to work by car, while the Travel Plan will further help encourage in the longer term a modal shift away from the private car onto more sustainable modes of travel. As such the proposals satisfy the aims of Policy 8/2, 8/3, 8/4 & 8/5 of the Local Plan

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<sup>1</sup> *Travel Plan Plus* is a Travel for Cambridgeshire (TfC) Partnership Project. Since 1998, TfC Partnership has been assisting Cambridgeshire employers with workplace travel issues. It has small to large size employer memberships located at various sites across Cambridgeshire. TfC is an independent partnership of local authorities, business, education, health and voluntary sector partners who manage and fund its work. It is hosted by Cambridgeshire County Council.

## **Amenity**

- 8.23 The relevant policy of the Local Plan is 4/13 which seeks to only allow development that does not lead to significant adverse effects on health, the environment and amenity and allows for the use of appropriate mitigation through remediation, secured through conditions on planning permissions.
- 8.24 The City Councils Environmental Health team has assessed the proposals and has provided comments on the following environmental issues; contaminated land, noise, odour, dust and groundwater pollution.

### *Contaminated land*

- 8.25 Environmental Health Officers acknowledge that there will be limited intrusion through the existing hardstanding, but identify two areas of specific concerns; ground gases and risks to groundwater.
- 8.26 Ground gases – It is known that there can be found elevated concentrations of ground gases in the local area (specifically carbon dioxide, CO<sub>2</sub>, and methane, CH<sub>4</sub>). The only new structure on site will be the new warehouse structure. EH Officers have studied the plans submitted with the application and are content that the building design coupled with the large internal volume will allow adequate ventilation. As such, such Officers consider that it will be unnecessary to carry out a gas risk assessment.
- 8.27 Groundwater – The Environment Agency (EA) raised concerns about the originally submitted proposals on the grounds that the proposed development, failed to provide assurances that the risk of pollution to controlled waters are acceptable, or can be appropriately managed. It should, however, be noted that the applicant has confirmed in writing that no fuel will be stored on the site. It is also understood that water from the vehicle wash down bay will be disposed of into the public sewer and that the waste stored on site will be inert. To ensure that appropriate safeguards are in place it is proposed that 2 pre-commencement conditions are imposed which requires prior to the commencement of development the submission and approval a Preliminary Risk Assessment (PRA) (Condition 10) and scheme of pollution control (Condition 11).

### *Noise*

- 8.28 The application site is located within a mixed commercial area. Its immediate neighbours include the Mick George recycling facility and Anglian Water Wastewater Treatment Works to the north, a golf driving range to the east, and by Orwell House a commercial office development to the north and west. The closest residential properties to the application site are located 300 metres away at Maitland Avenue and Green Park.
- 8.29 EH Officers recognise the need to ensure that the occupiers of the offices in Orwell House, adjoining the site, are not significantly impacted by noise from

the proposed development. At present, the application site is empty and therefore, the tenants in the offices are not impacted from noise at the site.

- 8.30 To ensure that adequate safeguards are in place EH Officers have recommended that a condition is imposed which stipulates that the development hereby approved shall be less than or equal to background levels between the hours of 0600-2300 (taken as a 1 hour LA90 at the site boundary) (Refer Condition 6). With this safeguard in place it is considered that the proposals are acceptable.

#### *Dust*

- 8.31 EH Officers looked at the impact of dust on the occupiers of the nearby Orwell House and the users of the driving range. Operational site activities, combined with the more open topography of the location have the potential to give rise to airborne dust.
- 8.32 To minimise the impact of dust from the proposed depot use EH Officers have recommended that a condition is imposed which will require that a Dust Management Plan is provided which sets out a programme of measures which seeks to minimise the spread of airborne dust from the site during the operational phase (Refer Condition 7).

#### *Odour*

- 8.33 It has been confirmed by the applicant that the waste materials to be kept on the site will be inert in nature (waste from housing repairs/renovations and street litter). As such, Officers are content that the proposed development will not create an odour problem in the area.
- 8.34 The application site falls within the County safeguarding area for the Anglian Water WWTW where there is a presumption against allowing development which would be occupied by people (Policy CS31 of the adopted Core Strategy). The proposed use of the site is for a depot operation with the majority of staff will work off site within the City Council administrative area and will use the Cowley Road site as a satellite base. Environmental Health Officers have assessed the proposals and have not raised any concerns about the proposed use and the site's proximity to the WWTW.

#### *Conclusions*

- 8.35 In terms of contaminated land, noise, dust and odour officers are content with the proposed conditions adequate safeguards are in place to protect the amenities of the area and the future occupants of the development. As such the proposals are considered to be compliant with the aims of Local Plan Policy 4/13.

## **Access**

- 8.36 The Council's Access Officer initially recommended the refusal of planning permission unless the proposed temporary buildings have full wheelchair access and wheelchair accessible toilets. In response, the applicant has confirmed that the existing welfare building, which was built for the park & ride use, is wheelchair accessible. The only new building on the site is therefore the new mobile building which the applicant has confirmed that they would accept the imposition of a condition which requires the submission of details and approval of a ramp access (Refer Condition 4).
- 8.37 With the condition in place it is considered that the proposals satisfy the requirements of Policy 3/7 of the Local Plan.

## **Drainage**

- 8.38 Policy 8/18 of the Local Plan clarifies that planning permission will not be granted for development where there is an inadequate water supply, sewerage or land drainage system to meet the demands of development
- 8.39 The proposed development would use the existing drainage infrastructure at the site which will include surface water drainage leading to oil interceptor traps. This is the same system which operated when the site was operated as a park and ride. Therefore, the surface water flows associated with this development will be no different to the existing situation.
- 8.40 The proposed fuel tanks would be bunded to contain any pollution incidents or spillages at the site. The proposed vehicle washing facility would discharge to the foul drain with the water being recycled and contaminants removed.
- 8.41 With adequate and satisfactory drainage infrastructure already in place the requirements of Policy 8/18 are satisfied.

## **Third party comments**

<b>Third Party Representations</b>	<b>Response / Paragraph where addressed</b>
It is not appropriate to have fuel stored next to the office/light industrial businesses in Orwell House.	The applicant has confirmed that no fuel will be stored on site as the decision has been made to move to an offsite solution for fuelling vehicles.
It is not appropriate to have waste stored next to the office/light industrial businesses in Orwell House.	The waste store will be located approximately 100 metres away from the flank wall of Orwell House. It is anticipated that a maximum It is anticipated that a maximum of 46.49 cubic metres of inert waste will be stored at the site. As such, it will not create an odour problem in the area or impact upon the occupants of Orwell House.

Will the depot operate after working hours?	The core Depot hours are 06:00 to 19:00 seven days a week. The applicant has confirmed that working at weekend is occasional but would be within these hours and with far less vehicle movement. At 06:00 teams start their daily work activity, with the majority of teams finishing work between 14:30 and 16:00 hours with a team finishing at 19:00.
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## 9.0 CONCLUSION

- 9.1 The site is located within an area with a mix of commercial, industrial, leisure and infrastructure operations. The proposed use of the site as a depot will be in keeping with the types of commercial activity taking place at the moment within the Cambridge Northern Fringe East area. Furthermore, existing facilities built to support the park & ride use on the site, including, the hardstanding, vehicular access, boundary fencing, welfare building will all be brought back into use by the proposals.
- 9.2 Work is on-going on the preparation of a joint Area Action Plan (AAP) which will provide a planning framework to guide and control the future development of the area. The proposed temporary depot use will, however, not prejudice the wider regeneration of the area.
- 9.3 The Transport Assessment provided by applicant demonstrates that the development can be accommodated on the highway network. The proposed number of on-site car parking spaces will, when compared to the number of staff journeying to the Mill Road Depot, help reduce the overall number of staff travelling to work at the depot by car, while the Travel Plan will further help encourage in the longer term a modal shift away from the private car onto more sustainable modes of travel. As such officers consider that the proposals satisfy the aims of Policy 8/2, 8/3, 8/4 & 8/5 of the Local Plan.
- 9.4 In terms of contaminated land, noise, odour and dust officers are content that with the proposed conditions appropriate safeguards are in place to protect the amenities of the area and the future occupants of the development and as such the proposals satisfy the aims of Policy 4/13 of the Local Plan.
- 9.5 The points made in the representations received have been carefully considered, none of the points raised offer sufficient reasoning or justification to part with the development plan in this instance.



## **10.0 RECOMMENDATION**

**APPROVE**, subject to the following conditions:

### **Standard time**

- 01 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.

### **Temporary permission**

- 02 The use hereby permitted shall be discontinued and the land restored to its former condition in accordance with a scheme of works to be submitted to and approved in writing by the local planning authority, on or before 19th October 2020.

Reason: To enable the local planning authority to assess the impact of the use on the amenity of the surrounding area. (Cambridge Local Plan 2006 policies 3/1, 3/4, 3/12 and 8/2)

### **Disabled car parking**

- 03 No less than 5% of the total number of parking spaces within the development shall be designated and reserved for disabled people.

Reason: To ensure that adequate car parking is provided within the development for disabled staff. (Cambridge Local Plan policies 3/1, 3/7, 8/2 and 8/11).

### **Access ramp**

- 04 No development shall commence until the detailed design of the proposed ramp access into the mobile office building has been submitted to and approved in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved details.

Reason: To ensure that the new building is fully accessible to all those who use and visit the building. (Cambridge Local Plan policies 3/12).

### **Travel Plan**

- 05 No occupation of the site shall commence until an updated Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The updated Travel Plan shall specify the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking. The Travel Plan shall be implemented as

approved upon the occupation of the development and reviewed annually in accordance with details to be agreed in writing by the Local Planning Authority.

Reason: In the interests of encouraging sustainable travel to and from the site (Cambridge Local Plan 2006, policies 8/2, 8/3 and 8/4).

### **Noise**

- 06 The combined rating level of sound emitted from all plant and/or machinery and operational activities associated with the development hereby approved shall be less than or equal to background levels between the hours of 0600-2300 (taken as a 1 hour LA90 at the site boundary). All measurements shall be made in accordance with the principles of BS4142: 2014 (Methods for rating and assessing industrial and commercial sound) and/or its subsequent amendments. Any deviations from the LA90 time interval stipulated shall be agreed in writing with the local planning authority.

Reason: To protect the amenities of nearby office space in accordance with policy 4/13 of the Cambridge Local Plan 2006

### **Dust**

- 07 No development shall commence until a programme of measures to minimise the spread of airborne dust from the site during the operational phase has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

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

### **Construction Hours**

- 08 No construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

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

### **Cycle store detailed design**

- 09 No development shall commence until such time as the detailed design of the proposed cycle store have been submitted to and approved in writing by the local planning authority. The cycle store building should be designed to accommodate different formats of bicycles, including cargo bikes, trailers, etc. Thereafter the development shall be carried out in accordance with the approved details.

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

### **Preliminary Groundwater Risk Assessment**

- 10 No development shall commence until such time as the Preliminary Risk Assessment (PRA) including a Desk Study, Conceptual Site Model and initial assessment of risk have been submitted to and approved in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved details.

Reason. To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with the National Planning Policy Framework (NPPF). . (Cambridge Local Plan 2006 policy 4/13)

### **Pollution Control**

- 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 foul and 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 foul and surface water drainage and to prevent the increased risk of pollution to the water environment. .  
(Cambridge Local Plan 2006 policy 4/13)

### **Approved plans**

- 12 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.

## **INFORMATIVES**

### **INFORMATIVE: Travel Plan**

Cambridgeshire County Highways has recommended that the applicant becomes a *Travel Plan Plus* member to make use of the resources available in this area.

### **INFORMATIVE: Preliminary Risk Assessment**

The applicant should provide a Preliminary Risk Assessment (PRA), including a Desk Study, Conceptual Site Model and initial assessment of risk, to satisfactorily demonstrate to the Local Planning Authority that the risk to controlled waters has been fully understood and can be addressed through appropriate measures.

Based on the our records for sites located in the vicinity of the proposed development, which we have previously been consulted for and commented on, we understand that groundwater beneath the site is likely to be shallow (lying within 1.5 to 5.0 metres of ground level). Therefore, we require an assessment of the potential risks to controlled waters from any proposed new drainage and wash down facility at this development. All surface water from roofs shall be piped direct to an approved surface water system using sealed downpipes. Open gullies should not be used. Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer. Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.

**INFORMATIVE: Pollution Risks**

Pollution risks from the waste storage/sorting operations must also be addressed, as well any other potential sources of pollution. Given the proposed use of the site, this may include storage of salt/brine for highway de-icing and/or storage of fleet vehicle additives e.g. AdBlue. All foul sewage or trade effluent, including cooling water containing chemical additives, or vehicle washing water, including steam cleaning effluent shall be discharged to the public foul sewer with the prior written approval of AWS.

**INFORMATIVE: Waste Material.**

It is not clear from the information provided within the application what type of waste will be brought to site and what sorting process will be carried out on the waste. It is possible that exemptions and/or a permit may be required under the Environmental Permitting (England and Wales) Regulations 2016.

The applicant is advised to contact the Ely Waste Team (Ely\_Waste\_Team@environment-agency.gov.uk) to discuss any authorisations that may be required.

## Appendices

### Appendix 1 – Application drawings



Figure 1.0 - Site Location Plan

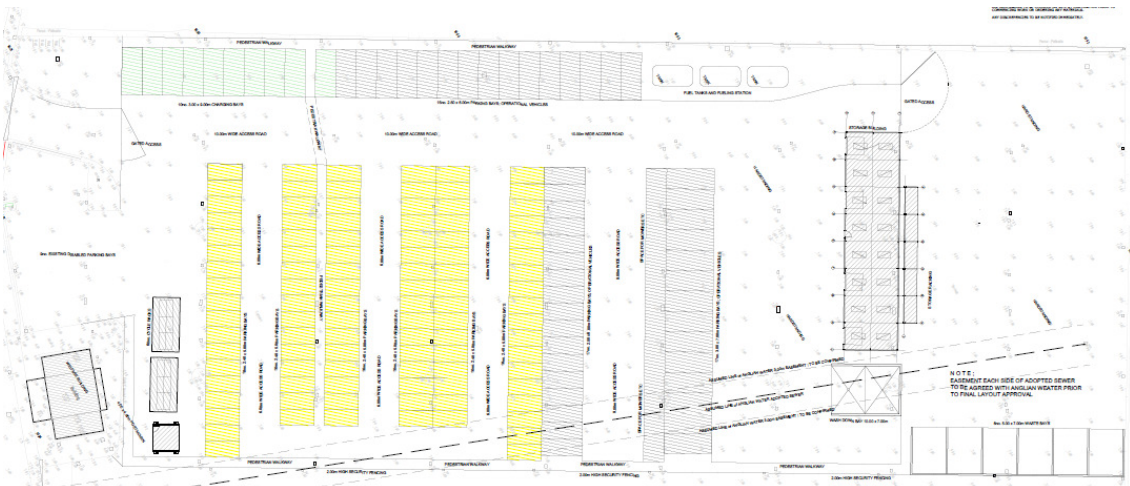


Figure 2.0 - Proposed site layout

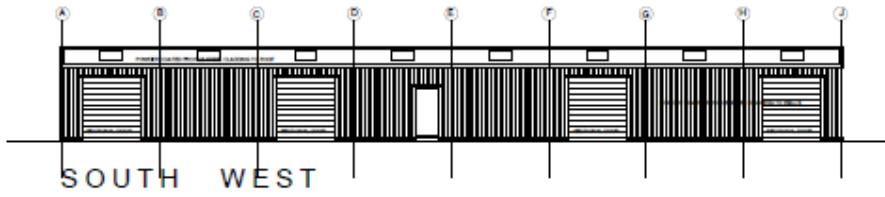


Figure 3.0 – South west elevation of proposed storage building