

Application Number	17/1349/FUL	Agenda Item	
Date Received	18th August 2017	Officer	Michael Hammond
Target Date	17th November 2017		
Ward	Romsey		
Site	Brookfields Hospital 351 Mill Road Cambridge CB1 3DF		
Proposal	Proposed car parking scheme to provide an additional 53 car parking spaces (including additional disability spaces) and an additional 20 cycle spaces.		
Applicant	CCS Unit 3 Meadow Lane St Ives Cambridge PE27 4LG		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"><input type="checkbox"/> The proposed increase in car parking would not adversely impact on neighbour amenity in terms of noise and disturbance.<input type="checkbox"/> The proposal would not pose a threat to highway safety in terms of increased vehicle movements into and out of the site.<input type="checkbox"/> The proposed development would retain trees of public amenity value.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site is a large L-shaped parcel of land which wraps around from Mill Road (south of the site) to Vinery Road (west of the site). The site is formed of a series of buildings of varying scales, footprints, and forms, as well as associated car parking and landscaping that forms the Brookfields Hospital complex.

- 1.2 To the north and east of the site lie the residential properties along Seymour Street and Janes Court. To the south of the site there are terraced properties along Mill Road and to the west are residential properties along Vinery Road. Immediately to the south-east of the site along Mill Road are the student housing and mosque developments which are currently under construction.
- 1.3 The southern section of the site falls within the Central Conservation Area. Five of the buildings on the southern section of the site are identified as Buildings of Local Interest (BLIs). There are several Tree Preservation Orders (TPOs) throughout the site.
- 1.4 The application site is included in site allocation R21 in the emerging Local Plan (2014), which includes the adjacent site at 315 – 349 Mill Road, for a mixed residential and employment use.

2.0 THE PROPOSAL

- 2.1 The proposal, as amended, seeks planning permission to change the car parking layout of the site to incorporate an additional 53 car parking spaces, including an additional disabled space, and provide an additional 20 cycle parking spaces. The proposed changes consist of alterations to the hard and soft landscaping around the buildings on the northern section of the site adjacent to the Rupert Brook Ward and Peacock Centre buildings. The reason for the proposed additional car parking spaces is to cater for the relocation of the integrated Children's service hub for Cambridge City and South to the Brookfield site in early 2018.
- 2.2 The proposal has been amended to include three electric charging points in response to a request from the Environmental Health Team. The proposed car parking strategy and layout has also been amended to retain more trees on the site and provide more greenery following concerns raised by the Streets and Open Spaces Team and Landscape Team. This has brought the number of proposed car parking spaces down from 59 to 53 spaces.

2.3 The application is accompanied by the following additional information:

1. Drawings
2. Transport statement
3. Tree Survey & AIA
4. Ecology appraisal
5. Planning statement
6. Drainage strategy
7. Noise assessment

3.0 SITE HISTORY

3.1 The site has an extensive planning history none of which is considered specifically relevant to the assessment of this application.

4.0 PUBLICITY

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

5.0 POLICY

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

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Local Plan 2006		3/1 3/4 3/6 3/7 3/11
		4/3 4/4 4/11 4/12 4/13 4/15
		5/12
		8/1 8/2 8/3 8/4 8/6 8/10

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

Central Government Guidance	<p>National Planning Policy Framework March 2012</p> <p>National Planning Policy Framework – Planning Practice Guidance March 2014</p> <p>Circular 11/95 (Annex A)</p>
Supplementary Planning Guidance	<p>Sustainable Design and Construction (May 2007)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p>
Material Considerations	<p><u>City Wide Guidance</u></p> <p>Arboricultural Strategy (2004)</p> <p>Cambridge City Nature Conservation Strategy (2006)</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Air Quality in Cambridge – Developers Guide (2008)</p> <p>Buildings of Local Interest (2005)</p>
	<p><u>Area Guidelines</u></p> <p>Mill Road Area Conservation Area Appraisal (2011)</p>

5.4 Status of Proposed Submission – Cambridge Local Plan

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For Cambridge,

therefore, the emerging revised Local Plan as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.

For the application considered in this report, there are no policies in the emerging Local Plan that should be taken into account.

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

Original comments (15/09/2017)

- 6.1 Having reviewed the Transport Statement submitted, the County Council have a number of issues that need to be addressed by the applicant. Therefore the County Council recommend a holding objection at this stage.
- 6.2 The use of the car parking spaces 46 to 52 would still be extremely difficult and involve reversing a considerable distance within a constricted area.

Comments on revised transport statement and additional information (16/11/2017)

- 6.3 Having reviewed the Transport Statement submitted, the County Council consider that the development impacts have been demonstrated and the impact is not considered to be severe. Therefore the County Council recommend that our holding objection is removed subject to the following:
- ☐ A Travel Plan and Car Park Management Strategy being secured for the site to be agreed prior to occupation.
 - ☐ The optimisation of the signal timings at the Perne Road/ Brooks Road junction should be undertaken following first occupation by a signals engineer provided by the developer. This should be secured by condition.

Environmental Health

- 6.4 No objections subject to construction hours condition and compliance condition regarding electric charging points.

Urban Design and Conservation Team

- 6.5 No objection.

Head of Streets and Open Spaces (Tree Team)

- 6.6 The layout requires the loss of a number of trees, which will make a significant impact on amenity. However only T12 and T13 are of individual value due to the poor condition of T11, T19 to T23 and G2. I do not support the removal of T12 and T13 and request that an alternative layout is sought unless there is overwhelming justification for the layout as proposed.
- 6.7 Comments on the amended drawings will be updated on the amendment sheet when received.

Head of Streets and Open Spaces (Landscape Team)

Original comments (08/09/2017)

- 6.8 The general approach is acceptable but minor amendments to the layout, soft landscaping and species choice of planting should be considered.

Comments on revised information (23/10/2017)

- 6.9 No objection subject to hard and soft landscaping condition and landscape maintenance/ management condition.

Cambridgeshire County Council (Flood and Water Management)

Original comments (06/09/2017)

- 6.10 The area in which the car park is proposed is in an area with a high risk of flooding from surface water. The Environment Agency's Flood Risk from Surface Water map indicates that depths of flooding during a 1 in 30 event may be in the region of 300-900 mm. Given the proposals are for hospital parking which

will be in regular use regardless of the weather, appropriate mitigation should be incorporated into the design of the car park to reduce this depth of flooding.

- 6.11 Assumptions have been made as to the permeability of the soils and these assumed figures have been used to design the drainage system. Given the existing high risk of surface water flooding at this location and the potential for the proposed car park to further increase this risk, assumptions are not appropriate and on-site infiltration testing will need to be undertaken to ascertain actual infiltration rates.

Comments on additional information (07/11/2017)

- 6.12 Following a site visit and submission of further information, we have no objection subject to a surface water drainage condition.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

Original comments (10/10/2017)

- 6.13 The proposed development is identified at high risk of surface water flooding according to the Environment Agency's Surface Water Flood Map. The hospital parking will be in regular use regardless of the weather therefore appropriate mitigation should be incorporated into the design of the car park to manage this risk of flooding.
- 6.14 The percolation characteristics of the geology have not been adequately investigated nor identified. An assumed figure has been used to design the proposed surface water drainage system which is not considered sufficient, particularly in context of the existing risk of flooding. Site-specific investigations need to be undertaken in accordance with BRE Digest 365 and revised calculations submitted. The groundwater level will also need to be identified and the proposed surface water drainage system designed to ensure there is a minimum of one metre between its invert and that groundwater level.

Comments on additional information (17/11/2017)

- 6.15 No objection subject to surface water drainage and infiltration testing conditions.

Head of Streets and Open Spaces (Nature Conservation Officer)

6.16 No objection subject to external lighting condition.

Access Officer

6.17 There should be three blue badge spaces.

Environment Agency

6.18 No objection subject to informatives.

Cambridgeshire Constabulary (Architectural Liaison Officer)

6.19 While the hospital at present has a low recorded crime level the policing area is a low to medium risk to the vulnerability of crime. Mill Road alone in the last 12 months has recorded 11 thefts from motor vehicles and 54 cycle theft offences.

6.20 Car parks should be lit by column lights designed to BS5489:1 2013 in conjunction with the landscaping to ensure that there is no conflict between lighting and trees. In relation to the 'green screen' at the front of the Lord Byron Ward – consideration should be given to the height of this to ensure that there is still good surveillance over the parking spaces from the building.

6.21 Cycle theft is always a problem in Cambridge City as can be seen above – external cycle storage should be secure and well lit – the applicant should be directed to the Cambridge City Cycle Parking Guide and Secured by Design Homes 2016 guide (paragraph 53).

6.22 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

7.0 REPRESENTATIONS

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

- ☐ 388 Mill Road
- ☐ 2 Janes Court
- ☐ 6 Janes Court
- ☐ 8 Janes Court
- ☐ 10 Janes Court
- ☐ 14 Janes Court
- ☐ 96 Cavendish Road (Cllr Baigent)

7.2 The representations can be summarised as follows:

- ☐ Loss of large walnut tree (TO35) would have a detrimental impact on wildlife and would lose shade, wind protection and ornament to neighbouring gardens.
- ☐ Loss of trees not supported.
- ☐ Increase in noise and disturbance from vehicle movements.
- ☐ Tree protection conditions as per the tree report should be implemented in the event of approval.
- ☐ Position of cycle racks could undermine security of nearby rear gardens.
- ☐ Highway safety for pedestrians on-site.
- ☐ The site could be used as overspill car park for the student scheme adjacent.

7.3 Cllr Baigent has requested that the application is called-in to Planning Committee for consideration because of concerns in relation to tree loss and protection.

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. Principle of development
2. Context of site, design and external spaces (and impact on heritage assets)
3. Disabled access
4. Residential amenity and Car Parking Provision
5. Highway safety
6. Cycle parking
7. Drainage
8. Ecology
9. Third party representations

Principle of Development

Emerging Local Plan (2014) Proposals Schedule R21

- 8.2 The application site is included in site allocation R21 in the Emerging Local Plan (2014), which includes the adjacent site at 315 – 349 Mill Road, for a mixed residential and employment use.
- 8.3 The proposed works would not involve a change of use of the overall site and the site would remain in use as a hospital (D1). As no change of use of the overall site is proposed, I do not consider the proposal would have any bearing on the deliverability and coordinated development of the wider allocation site. It is also pertinent to note that the Emerging Local Plan (2014) is at examination stage and only limited weight could be applied to this site allocation in any case.

Extension of existing community facilities

- 8.4 The proposed increase in car parking would improve the level of car parking provision for the existing community facility of Brookfields Hospital. No increase in the footprint of the existing buildings on-site is proposed under this application. The proposed car parking has been proposed to accommodate the Children and Young Persons Unit which will be brought onto the site from the wider area as part of a consolidation of services.

Policy 5/12 of the Cambridge Local Plan (2006) is supportive of extensions to existing community facilities and I see no conflict with this policy.

- 8.5 In my opinion, the principle of the development is acceptable and in accordance with policies 3/6 and 5/1 of the Cambridge Local Plan (2006).

Context of site, design and external spaces (and impact on heritage assets)

Impact on heritage assets

- 8.6 The proposed alterations to landscaping and the layout of the site would be isolated to the northern half of the site which falls outside the conservation areas and a considerable distance from the Buildings of Local Interest on site.
- 8.7 The views from the conservation area would not be materially affected by the proposed works in my view. The proposal retains the large trees that are visible from within the conservation area which are considered to have the highest public amenity value. In my opinion, the proposed works would preserve the character and appearance of the conservation area.
- 8.8 The setting and appearance of the BLIs would be unaffected by the proposed changes to the parking layout and landscaping in my view. As such, I consider the special interest of these nearby BLIs would be preserved.

Impact on landscaping, trees and character of area

- 8.9 The proposed alterations to the site would not be visible from any public viewpoints. The existing site is comprised of a mixture of buildings, hard standing, soft landscaping and tree planting. The existing trees along the northern and eastern boundaries of the site are partially visible from Seymour Street and Janes Court, with the larger trees forming a green background to long views from the south along Mill Road.
- 8.10 The proposal originally sought permission to fell a number of trees on-site, mainly located to the south of, and in-between, the Peacock Centre and Rupert Brook Ward buildings. The

majority of these trees are not visible from the public realm and the Tree Officer has raised no objection to the vast majority of these tree removals as these trees are typically in poor condition.

- 8.11 The Tree Officer had requested that a revised layout be submitted that included the retention of two trees that were considered to be of amenity value. These are identified as tree no.12 and tree no.13 on the proposed site plan and tree surveys. Tree no.12 is a 'Pride of India' which is identified as a category U tree whereby it would be likely to survive no longer than 10 years in the context of the current land use. Tree no.13 is a 'Whitebeam' tree identified as a category B tree whereby it is of 'moderate quality' and has an estimated life expectancy of at least 20 years.
- 8.12 The proposals have been amended to retain more trees on the site which is welcomed given the general green character of the site and surroundings. Tree no.12 has been protected under the amended plan which is welcomed. Tree no.13 is however still shown as being removed under the proposed scheme.
- 8.13 Whilst it would be desirable if tree no.13 were retained, it is appreciated that retaining this tree would compromise the functional layout of the parking spaces and reduce the level of parking available. Furthermore, although not requested to be retained, the proposal does show tree no.11 retained which is a large black walnut tree visible from Mill Road in close proximity to tree no.13 and I consider this would go some way to offsetting the loss of tree no.13. The proposal also includes reasonably sized green verges throughout the development as well as some small-scale replacement planting. The large walnut tree along the boundary of Janes Court, originally proposed to be removed, has been retained under the amended plans also.
- 8.14 In my opinion, the proposed development, as amended, has taken sufficient steps to protect trees of significance on the site without compromising the layout and access of the proposed parking scheme. I consider the green character and appearance of the site and surroundings would be preserved. I have recommended tree protection conditions to ensure that the proposal does not harm the trees during the construction process.

- 8.15 The Landscape Team, although not objectionable to the general approach, had requested minor amendments to the proposal. These consisted of reducing the number of spaces to allow for further shrub bed planting, introducing pedestrian pass through spaces in the centre of the site, increasing the diversity of tree planting species and re-positioning of tree planting. The application has been amended to address all of these comments and the Landscape Team is supportive of the proposed works subject to conditions.
- 8.16 In my opinion, subject to conditions, the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 4/4, 4/11 and 4/12.

Disabled access

- 8.17 The Access Officer has raised no objection to the proposed development in principle but has recommended that three of the proposed spaces should be blue badge spaces. In my opinion, given the use of the site as a hospital, I consider this a reasonable request. Proposed condition 5 makes explicit reference to this and I have recommended an informative to this effect also.
- 8.18 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/7.

Residential Amenity and Car Parking Provision

Impact on amenity of neighbouring occupiers

- 8.19 The main consideration is the impact of the proposed increase in vehicle movements on residential properties in the surrounding area.
- 8.20 There are currently 103 car parking spaces on the application site. The transport statement explains that the existing car park is at its busiest from 09:00 – 16:00hrs where there was a peak of up to 137 vehicles, of which 125 were cars, on the site during the 15-minute period of 13:45 – 14:00hrs. This under-provision of car parking on the site means that cars typically park informally on grass verges or during peak times may park on surrounding streets. There is currently no mechanism for controlling and enforcing parking on the site.

- 8.21 The proposal would increase the number of car parking spaces to 156 which would help to alleviate the informal parking pressures on the site and reduce the need for on-street parking in the surrounding area. The adopted car parking standards do not provide a specific space per sqm. parking ratio for hospital parking provision and states that such provision should be treated on its own merits. The additional spaces have been proposed to counteract the rise in parking demand that the hospital has experienced as a result of the relocation of Ida Darwin Hospital to Brookfields Hospital which has already taken place. Based on the current provision, the proposed 53 additional spaces would provide a surplus of parking during the peak period and would also provide capacity for the visitors and staff of the Children and Young Persons Unit when this is relocated to the site. I consider this a reasonable approach.
- 8.22 The proposal would not introduce any new access routes or roads onto the site and would take advantage of the existing infrastructure on the site. The additional car parking would facilitate more vehicle movements but these would take place in similar locations to that of present. The proposed additional parking spaces would be a considerable distance from neighbouring properties along Seymour Street to the north. The nearest car parking space would be set 4m away from the nearest neighbour garden boundary and separated by a relatively dense tree belt. The significant planting along the boundary with the currently under construction student accommodation adjacent would also remain. It is also relevant to note that vehicle movements are more likely to take place during the core working hours of the day (09:00 – 16:00hrs) and outside the earlier and later noise sensitive times of nearby residential properties.
- 8.23 A travel plan condition has also been recommended to encourage non-private car related trips such as a staff mini-bus collection service, carpooling schemes and incentives for public transport, walking and cycling. The securement of this through a condition would also reduce the number of car movements on the site.
- 8.24 In my opinion, the proposed additional car parking has been designed to cater predominantly for the existing vehicle parking demands the site experiences and would not be directly linked to a significant and sudden increase in vehicle trips to and from

the site. In addition, the position of the proposed car parking spaces would be in similar locations to that of the existing car parking and I am confident that the comings and goings would not disturb neighbour amenity in terms of noise and disturbance.

- 8.25 The Environmental Health Team has recommended that three of the car parking spaces are fitted with electric charging points as a means of encouraging electric vehicles to help lower the air pollution associated with standard vehicle movements. I have recommended a compliance condition for the three spaces shown on the plan as electric charging points to remain in-situ.
- 8.26 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 4/13 and 8/10.

Highway Safety

- 8.27 The existing access onto the site from Mill Road would not be altered as a result of the proposed development. The transport statement and accident data indicates that the proposed development is not expected to exacerbate the existing highway safety levels of the access.
- 8.28 The Highway Authority has assessed the junction assessment of Brooks Road, Perne Road, Brookfield and Mill Road, to the east of the site, provided as part of the transport statement. The proposal has been found to potentially cause additional delays at this junction as traffic on the Mill Road side of the junction can back up well past the application site during peak periods of the day. However, the Highway Authority is satisfied that the potential impact could be mitigated by way of optimizing the vehicular access timings of this junction. A condition has been recommended to secure this. A travel plan condition has also been recommended to identify how staff and visitors will be encouraged to travel to the site by non-car modes.
- 8.29 In my opinion, subject to conditions, the proposal is compliant with Cambridge Local Plan (2006) policies 8/1, 8/2 and 8/3.

Cycle Parking

- 8.30 The proposal includes an additional 20 cycle parking spaces. It is pertinent to note that there is no obligation for cycle parking to be secured as no physical change of use or additional floor area is proposed. As a result I consider the increase in cycle parking would only be an improvement in my view. Notwithstanding this, the proposed cycle parking would likely be required as part of the travel plan requirements to encourage non-car trips to the site. I have recommended a condition for the specific details of the cycle parking storage to be agreed prior to first use of the new car parking.
- 8.31 In my opinion, subject to condition, the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

Drainage

- 8.32 The Lead Local Flood Authority and Drainage Officer are both supportive of the works subject to conditions. This is following additional information and measures to overcome the consultee objections and I consider the proposal acceptable in this respect.
- 8.33 In my opinion, subject to conditions, the proposal is compliant with National Planning Policy Framework (2012) paragraph 103.

Ecology

- 8.34 The Biodiversity Officer has raised no objection to the proposed works subject to an external lighting condition. I consider this condition reasonable given the presence of mature trees on and adjacent to the site which facilitate bat migration.
- 8.35 In my opinion, subject to condition, the proposal is compliant with Cambridge Local Plan (2006) policy 4/3.

Third Party Representations

- 8.36 The majority of the third party representations have been addressed in the main body of this report.
- 8.37 The large walnut tree adjacent to Janes Court is proposed to be retained under the amended plans.

8.38 The Highway Authority has raised no objection to the proposed layout of the site from a highway safety perspective. Amendments have also been made to introduce footpaths adjacent to parking spaces to avoid users walking over the main roads when accessing services.

8.39 The security of the proposed cycle storage would be controlled though condition. Provided that cycle parking is secure I do not consider this would encourage crime in the area.

9.0 CONCLUSION

9.1 The proposed additional parking spaces have been designed to manage and mitigate the high demand for car parking that the site currently experiences and would not introduce a significant increase in vehicle movements on the site. The proposed car parking spaces would be a reasonable distance from neighbouring properties and would not harmfully impact on nearby properties in terms of noise and disturbance. The proposal would not pose a threat to highway safety and would retain trees of high public amenity value.

10.0 RECOMMENDATION

APPROVE subject to the following conditions:

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

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

2. The development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice.

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

3. No 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)

4. The EV charging points, as shown on drawing number document '3665-KLH-00-00-DR-A-126 REV P07', shall be installed prior to the use of the new car parking spaces hereby permitted and maintained thereafter unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of encouraging more sustainable forms of travel/transport and to reduce the impact of development on local air quality, in accordance with the National Planning Policy Framework (NPPF) Paragraph 35.

5. Prior to the use of the new car parking spaces or in accordance with an alternative timing agreed in writing with the Local Planning Authority, full details of both hard and soft landscape works shall be submitted to and approved in writing by the local planning authority and these works shall be carried out as approved prior to their use. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts (including the provision of at least three blue badge spaces), other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (eg drainage, power, communications cables, pipelines indicating lines, manholes, supports). Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme. The scheme shall be carried out in accordance with the approved details.

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

6. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved by the local planning authority in writing prior to first use of the new car parking spaces hereby permitted. The landscape plan shall be carried out as approved.

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

7. Prior to first use of the new car parking spaces hereby permitted, details of facilities for the covered, secure parking of bicycles for use in connection with the development shall be submitted to and approved in writing by the local planning authority. The approved facilities shall be provided in accordance with the approved details before use of the new car parking spaces commences.

Reason: To ensure appropriate provision for the secure storage of bicycles and in the interests of visual amenity (Cambridge Local Plan 2006 policies 3/7 and 8/6).

8. No external lighting to be used in connection with the development hereby permitted shall be implemented until an external lighting plan for the site has been submitted to and approved in writing by the local planning authority. The plan shall:
 - a) identify those areas/features on site that are particularly sensitive for foraging and commuting bat species
 - b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory

All external lighting shall be installed in accordance with the specifications and locations set out in the approved plan, and these shall be maintained thereafter in accordance with the approved strategy. Under no circumstances shall any other external lighting be installed without prior consent from the local planning authority

Reason: To protect the foraging corridor for bat species along the site boundaries (Cambridge Local Plan 2006 policy 4/3).

9. No use of the new car parking spaces hereby permitted shall commence until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority unless an alternative timing for provision of the Travel Plan is agreed in writing with the Local Planning Authority. The Travel Plan shall comprise immediate, continuing and long-term measures to promote arrangements to encourage the use of public transport, cycling and walking and in particular measures to encourage the use of alternative means of transport to the private car by staff and visitors of the hospital. The Travel Plan shall be implemented in accordance with the approved details.

Reason: In order to deliver sustainable transport objectives and to ensure the occupation of the buildings is appropriately managed and controlled (Cambridge Local Plan 2006 policies 3/4, 3/7, 3/12, 8/2, 8/3 and 8/4)

10. Prior to first use of the new car parking spaces or in accordance with an alternative timing of provision agreed in writing by the Local Planning Authority, details of improvements to optimise the vehicular access timings at the signal traffic junction between Mill Road, Brooks Road, Perne Road and Brookfields shall be submitted to and approved in writing by the local planning authority. The improvements shall be carried out in accordance with the approved details and timing of provision.

Reason: to make best use of the capacity at the junction with the additional vehicle trips generated by this development in the interests of highway safety (Cambridge Local Plan Policies 8/2, 8/3 and 8/4).

11. None of the hard surfacing works shall commence until a surface water drainage scheme has been submitted to and approved in writing by the local planning authority. The scheme shall include and be informed by an assessment 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 associated 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 + 40% an allowance for climate change. The submitted details shall:
- a. 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;
 - b. consider the existing high surface water risk for the site and reduce this risk through surface water drainage design and/or flood risk management techniques; and
 - c. 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.

Reason: To minimise surface water flood risk (National Planning Policy Framework 2012 paragraph 103).

12. No development hereby permitted shall be commenced until infiltration testing results and revised calculations in accordance with BRE Digest 365 have been undertaken and submitted in writing to the local planning authority. The groundwater level will also need to be identified and the proposed surface water drainage system designed to ensure there is a minimum of one metre between its invert and that groundwater level.

Reason: To minimise surface water flood risk (National Planning Policy Framework 2012 paragraph 103).

13. Prior to the commencement of development and with reference to BS 5837 2012, details of the specification and position of all protection measures and techniques to be adopted for the protection of any trees from damage during the course of any activity related to the development, shall be submitted to the local planning authority for its written approval in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP).

Reason: To protect the visual amenity of the area and to ensure the retention of the trees on the site. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 4/4)

14. Prior to commencement of development, a site visit will be arranged with the retained arboriculturalist, developer and LPA Tree Officer to agree tree works and the location and specification of tree protection barriers and temporary ground protection.

Reason: To protect the visual amenity of the area and to ensure the retention of the trees on the site. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 4/4)

15. The approved AMS and TPP will be implemented throughout the development and the agreed means of protection shall be retained on site until all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with this condition, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local planning authority.

Reason: To protect the visual amenity of the area and to ensure the retention of the trees on the site. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 4/4)

INFORMATIVE: To satisfy condition 5 (hard and soft landscaping) three of the car parking spaces should be shown as blue badge spaces.

INFORMATIVE: Environment Agency informative:

The applicant should be aware of his responsibility to ensure that there is sufficient capacity in the existing surface water drainage system to cope with any additional loading from the proposed development. Anglian Water must be consulted, if there is not capacity in the sewer, the Agency must be reconsulted with alternative methods of disposal. Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer. Surface water from roads and impermeable vehicle parking areas shall be discharged via trapped gullies. Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from lorry parks and/or parking areas for fifty car park spaces or more and hardstandings should be passed through an oil interceptor designed compatible with the site being drained. Roof water shall not pass through the interceptor.