

Application Number	19/0981/FUL	Agenda Item	
Date Received	19th July 2019	Officer	Aaron Coe
Target Date	13th September 2019		
Ward	West Chesterton		
Site	156-160 Former Hamilton Lodge Hotel, Chesterton Road		
Proposal	Temporary change of use as a construction compound for 9 months which would consist of the following: Storage of materials; Parking for 10-15 vehicles; Welfare block (hot water and toilet facility); Storage of skips		
Applicant	Mr Adrian Bishop 25 Hampstead Avenue Mildenhall Bury St Edmunds Suffolk IP28 7AS		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The proposal will not lead to significant adverse impacts on the health, quality life and amenity of surrounding residents. - The development will not result in a detrimental impact on the highway network.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site is located on the southern side of Chesterton Road close to the junction with Elizabeth Way roundabout. The area is predominantly in residential use ranging from private housing to hotels and B&Bs. The application site backs onto Sandy Lane which serves many of the existing outbuildings/garages located to the rear of the properties along Chesterton Road.

- 1.2 Following the granting of permission for application reference 18/1245/FUL, the demolition of the two former guesthouses has taken place and the site now consists of rough open land.
- 1.3 The site is not located within a Conservation Area but is located within a Controlled Parking Zone. There are no Listed Buildings, Buildings of Local Interest or protected trees within close proximity of the site or that would be affected by the proposed development.

2.0 THE PROPOSAL

- 2.1 This is a retrospective application which proposes to use the site at No 156-160 Chesterton Road as a temporary construction compound to serve the nearby development at St Regis site (application reference 17/0970/FUL).
- 2.2 The original proposal involved a construction compound to serve as an area for the storage of materials, parking for 10-15 vehicles, welfare facility and storage of skips. During the course of the planning application the requirements of this construction compound have changed as development at the St Regis site have progressed. The revised proposal now includes the temporary storage of one skip and parking for a maximum of 10-15 construction vehicles working at St Regis site. The proposal no longer involves any storage of materials or a welfare facility and does not involve the site being used for any construction or demolition activities.

3.0 SITE HISTORY

Reference	Description	Outcome
18/1245/FUL	Construction of two blocks with basement car park comprising 46 serviced apartments (Sui Generis use); 32 x studio units and 14 x one bed units.	Permitted
17/1032/FUL	Proposed residential (C3) dwellings comprising 27 x studio and 14 x 1 bed units together with hard and soft landscaping, cycle and refuse stores, 2No x disabled car parking spaces and visitor cycle parking on land at 156 - 160 Chesterton Road	Refused
14/2051/FUL	Proposed student accommodation (sui generis) comprising 27 x studio and 14 x 1 bed units together with hard and soft landscaping, cycle and refuse stores, 2no. Disabled car parking spaces and visitor cycle parking following the demolition of all existing buildings and structures on site.	Permitted

4.0 PUBLICITY

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

5.0 POLICY

5.1 Central Government Advice

National Planning Policy Framework 2019
 Planning Practice Guidance 2014
 Circular 11/95 – The Use of Conditions in Planning Permissions
 (Annex A)

Planning Policy Statement – Green Belt protection and intentional unauthorised development August 2015

Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration)

5.2 Cambridge Local Plan 2018

Policy 1: The presumption in favour of sustainable development

Policy 35: Protection of human health from noise and vibration

Policy 55: Responding to context

Policy 56: Creating successful places

Policy 81: Mitigating the transport impact of development

Policy 82: Parking management

5.3 City Wide Guidance

Greater Cambridge (January 2020) – Sustainable Design and Construction:

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Control)

6.1 *As Submitted*

The information provided by the applicant within section 7.1 and 7.2 of the Construction, Noise, Dust & Environmental Management Plan relating to management of construction traffic is insufficient to give the Highway Authority comfort that the inevitable impacts that the proposal will have on the highway network will be suitably managed.

6.2 *As Amended*

The Traffic Management Plan (TMP) submitted by the applicant to the Planning Authority is acceptable to the Highway Authority and if this document is included within the approved documents in any planning permission that the Planning Authority is minded to grant then the request for a TMP as a pre-commencement condition will not be required.

City Council Environmental Health

6.3 *As Submitted*

1. The loading and unloading of skips are known to be noisy and depending on the frequency of events, could cause a significant noise impact in this location. Further details are required on the type and purpose of skips including the likely movement frequency.
2. The submitted Cocksedge “construction, noise, dust & environmental management plan” dated 10th July 2019 provides dust mitigation within section 7.4 of the document. However, the document appears to be quite generic and mentions “demolition and cutting activities” which should not occur within the construction compound.
3. I strongly recommend against the skips being used for waste removal off site in the construction compound and being loaded with materials via a crane / digger due to excessive impact noise generated when loading empty skips.
4. All stockpiled materials are required to be kept at a lower height that the installed hoarding and covered.
5. I have concerns regarding the placement of the material storage area. It is in very close proximity to the highway and neighbouring residential properties. Regular deliveries and reloading of HGV vehicles / dumpers is likely to generate significant noise and dust impacts on the locality.
6. Further details are required *on the proposed methodology of material delivery and re-loading to be used at the off-site development.*
7. *Confirmation of power source for welfare facilities.*

6.4 *As Amended*

1. Section 2.0 of the CBC document advises that delivery of materials, skips or waste removal shall only occur between 09:30 – 15:30hrs weekly and possibly on Saturday between 09:30 – 12:30hrs. This is reasonable. Section 3.0 of the CBC advises that typically up to 2 skip movements will occur per day.
2. “Demolition and cutting activities” previously discussed in the Cocksedge “*construction, noise, dust & environmental management plan*” dated 10th July 2019 have not been addressed and remain outstanding.

3. Details concerning the loading of skips in the construction compound above have not been defined and remaining outstanding.
 4. This has been confirmed within section 2.0 of the CBC document.
 5. These concerns remain. *I have concerns regarding the placement of the material storage area. It is in very close proximity to the highway and neighbouring residential properties. Regular deliveries and reloading of HGV vehicles / dumpers is likely to generate significant noise and dust impacts on the locality.*
 6. The delivery methodology is still unknown. It is unknown if materials will be delivered and unloaded on pallets via a forklift or whether loose aggregate will be tipped into the material storage area.
 7. Section 7.0 of the CBC document confirms that there will be no generators on site.
- 6.5 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 Manning, County Councillor for Chesterton, has commented on and called for this application to be heard at Planning Committee due to the potential impact on traffic within the local area.
- 7.1 The owners/occupiers of the following addresses have made representations:
 - 134 Chesterton Road
 - 152 Chesterton Road
 - 6 Orwell House
- 7.2 The representations can be summarised as follows:
 - The site is already being used as a construction yard with noise impacts on surrounding uses including guesthouses.

- Negative impacts on Sandy Lane through additional noise and damage to the road through use as an access.

7.3 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

Context of site, design and external spaces

8.1 All of the buildings on the site have been demolished and this is a retrospective application to continue using the site as a construction site compound for a temporary period of 9 months. In terms of the visual impact, the site is currently surrounded by hoarding along both Chesterton Road and Sandy Lane. Therefore, it is considered that the temporary use of the site for parking and storage of an individual skip will have a minimal impact on the setting of the surrounding area because the proposed skip and car parking area for construction vehicles would barely be visible above the existing boundary treatment at the site.

8.2 The proposal is considered to be compliant with Cambridge Local Plan (2018) policies 55 and 56.

Residential Amenity

8.3 There is an extant permission on the application site which was approved under application reference 18/1245/FUL, the applicants have confirmed it is planned for development of this permission to start on site next year. Given that there is an extant permission on the site it is considered that the temporary use for car parking for a maximum of 10-15 vehicles and storage of one skip to serve as a construction compound for the nearby St Regis development will have no further impact on the locality than impact of the future construction site which will be place whilst implementing the development approved under application reference 18/1245/FUL.

8.4 In terms of residential amenity, the proposal involves the storage of one skip on the site, the applicants have confirmed that this skip will only be removed from the site a maximum of

three times per week between the hours of 9.30am and 15.30pm from Monday- Friday, no removals are proposed on weekends or Bank Holidays. The City Council Environmental Health team has reviewed both the construction management plan and traffic management plan submitted and confirmed this element of the proposal to be reasonable. This advice is supported by officers and a condition will be imposed to secure this.

- 8.5 The City Council Environmental Health team requested details on the loading of the skip during the removal process from the site. It is considered that subject to the loading of the one skip being stored on the site taking place during the permitted hours this will not have a detrimental impact on the surrounding neighbouring properties. The Environmental Health team also raised concerns regarding the location of materials being stored on the site due to impact on adjacent properties. The applicant has now confirmed that materials are no longer proposed to be stored on the site and subsequently a forklift is also no longer required on the site.
- 8.6 In respect of the impact of the addition of 10-15 vehicles temporarily using the site for car parking. It is acknowledged that the addition of these vehicles using Sandy Lane will result in surrounding properties experiencing a noticeable increase in the number of vehicles using the lane. However, the applicants have submitted a traffic management plan which has been assessed by Cambridgeshire County Council Highways Authority and the document has been considered acceptable. Officers support this advice and it is considered the addition of a maximum of 10- 15 vehicles accessing the site on a temporary basis will not have a detrimental impact on the highway network. A condition will be imposed to ensure the details agreed within the Traffic Management Plan are adhered to.
- 8.7 Overall, subject to conditions controlling the hours of the use of the site, the development is considered to adequately respect the residential amenity of neighbouring properties and is compliant with Cambridge Local Plan Policy 35.

Highway Safety

- 8.8 The County Council Highways Engineer has assessed the proposals and relevant documents and considered the

temporary use of the site as a construction compound to be acceptable. This view is supported by officers and the proposal is considered to be compliant with Cambridge Local Plan (2018) policies 80 and 81.

Third Party Representations

8.9

Representation	Response
Additional traffic impacts in the surrounding area.	This has been assessed at paragraph 8.6.
Noise impacts from the construction compound on neighbouring properties.	This has been assessed at paragraph 8.3-8.5.

9.0 RECOMMENDATION

APPROVE, subject to the following conditions:

1. The use hereby permitted shall be discontinued on or before 12th March 2021.

Reason: For the avoidance of doubt, and because continued use of the site as a construction compound require re-examination of its impact. (Cambridge Local Plan 2018 policies 35 and 55).

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. The construction compound hereby approved shall only be accessed including the movement of vehicles and collection of the skip between the following hours: 0930 hours and 1530 hours on Monday to Friday and at no time on Saturdays, Sundays, Bank or Public Holidays.

(To protect the amenity of neighbouring properties. In accordance with Cambridge Local Plan 2018 Policy 35.)

4. The traffic management plan (Cocksedge) dated 7th October 2019 hereby approved shall be complied with in full throughout the 9month period of the temporary permission.

Reason: in the interests of highway safety (Cambridge Local Plan 2018 Policy 81)