

Application Number	20/03373/S73	Agenda Item	
Date Received	5th August 2020	Officer	Ganesh Gnanamoorthy
Target Date	4th November 2020		
Ward	Market		
Site	Park Street Multistorey Car Park		
Proposal	<p>Park Street Variation of condition 2 (Approved Plans) of planning permission reference number 19/1159/FUL (Demolition of existing multi-storey car park and erection of an aparthotel (Use Class C1) alongside an underground public car park, public cycle store and associated works). The proposal seeks to make the following changes: Internal layout alterations, two additional aparthotel rooms at ground floor level, external elevational alterations, additional rooftop plant to facilitate the removal of all gas use from the scheme, rooftop screening and balustrade alterations, and other associated alterations.</p>		
Applicant	C/o Agent		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The amendment will improve the environmental qualities of the scheme to better align with Council aspirations and is compliant with the Council's Local Plan - The amendment will provide an additional 2 hotel rooms with minimal adjustment to built footprint and overall aesthetic, and without harming existing residential amenity
RECOMMENDATION	APPROVAL

0.0 BACKGROUND

- 0.1 This application has been submitted by Marick Management Ltd. The proposal follows planning permission that was granted to Marick Management Ltd jointly with the Cambridge Investment partnership (CIP) and seeks to make minor amendments to that approval. CIP is a joint venture company set up by Cambridge City Council and Hill Investment Partnership.
- 0.2 Planning permission was granted on 31st December 2019 (reference number 19/1159/FUL) for the demolition of existing multi-storey car park and erection of an aparthotel (Use Class C1) alongside an underground public car park, public cycle store and associated works.
- 0.3 The implementation of the planning permission has not yet commenced, although applications to discharge planning conditions associated with the approved scheme have been received.

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 This application relates to the site of the Park Street Car Park, which is located at the junction of Round Church Street and Park Street.
- 1.2 The existing car park was constructed in the 1960's and is in the ownership of the City Council. The car park was seen at the time as a forward-thinking solution to address congestion in the City. The City Council, to this day, manage the car park.
- 1.3 The application site is, broadly speaking, an irregular quadrilateral shaped plot situated with Park Street to the east and at the junction with Round Church Street to the south. To the north of the site are the rear gardens of properties situated on Portugal Place and the beer garden of the Maypole PH, and to the west are properties along Bridge Street, as well as the truncated Jordan's Yard. To the south lies Round Church Street and the Trinity Union Society (currently a construction site). To the immediate east of the site is Park Street which is lined on the other side with residential properties mainly associated with Jesus College.

- 1.4 The application site has an area of approximately 0.30ha and falls completely within Cambridge City Council jurisdiction. The site is located within the Central Conservation Area which was designated in February 1969 and covers the historic core of Cambridge. The Historic Core Appraisal states that the bulk of the car park intrudes into most aspects of the streetscape.
- 1.5 Although in a conservation area, the car park is not a listed building. In close proximity of the site are a number of listed buildings (Grade I, Grade II and Grade II*) and Buildings of Local Interest (BLI's). These are as follows:
- 5-10 Park Street
 - 19-44 Lower Park Street
 - Little Trinity & Garden Walls, Gates and Railings
 - Cambridge Union Society Building
 - Church of the Holy Sepulchre (The Round Church)
 - 8, 9-14, 16-18, 28-29, 23-27 Portugal Place
 - Church of St Clement
 - The Baron of Beef PH, The Mitre PH and 15-16 Bridge Street
 - 10-14 Bridge Street and 16 Round Church Street
 - The Chapel at St John's College
- 1.6 The existing car park was constructed in the 1960's and was the first multi-storey car park in Cambridge. The building extends to five storeys in height and is constructed of a variety of materials including brickwork, pre-cast panels, and stone. The existing car park has a height of approximately 15m at its highest point, which is a staircase tower. The majority of the building sits at 12m in height with no set back at the upper levels.
- 1.7 The current site comprises 390 car parking spaces, 249 cycle parking spaces, public toilets, and a cycle repair shop.
- 1.8 The proposed amendments to the approved scheme have been discussed with officers as part of pre-application discussions.

2.0 THE PROPOSAL

- 2.1 This application seeks to make minor amendments to the permission mentioned above. The amendments sought are broadly as follows:

- Alterations at ground floor level including changes to layout, modification to entrance location, substation alterations, and a slight increase in footprint (to the area of New Jordans Yard) to facilitate two additional rooms.
- Additional rooftop plant, with associated screening and safety rails etc, in order to facilitate the eradication of gas use in the building.
- Other minor changes to elevations including alterations to windows, privacy screens, flues, removal of car park entrance canopy, introduction of an area of trellis with climbing plants in New Jordans Yard, and changes to parapets.
- Alterations to car parking layout and ramp access.
- Provision of 8 additional cycle parking spaces at the corner of Round Church Street and Park Street.

2.2 The application is accompanied by the following supporting information:

- Planning & Heritage Impact statement;
- Planning drawings
- Air Quality Assessment
- Design Statement Addendum
- Plant Noise Assessment Addendum
- Sustainability Statement
- Verified Views Document

3.0 SITE HISTORY

3.1 The most relevant planning applications are detailed below

Reference	Description	Outcome
19/1159/COND22	Submission of details required by condition 22 (Noise and Vibration Management Plan) of planning permission 19/1159/FUL.	Permission granted
19/1159/COND8	Submission of details required by condition 8 (Traffic Management Plan) of planning permission 19/1159/FUL.	Permission granted
19/1159/FUL	Demolition of existing multi-storey car park and erection of	Permission granted

an aparthotel (Use Class C1) alongside an underground public car park, public cycle store and associated works.

18/0043/FUL Crime prevention measures to Jordan's Yard including timber cladding, mesh to existing fencing and railings to recesses. Permission granted

11/0585/FUL Conversion of existing dis-used cash office (sui generis use) into retail space (Class A1 use) for purpose of bicycle repair and sales. Permission granted

4.0 PUBLICITY

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

5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2018 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge	Local	1, 8, 10, 28, 29, 31, 32, 33, 34 35, 36, 55, 56, 57, 59, 61, 62, 70, 71, 73, 77, 80, 81, 82, 85
Plan 2018		

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

Central Government	National Planning Policy Framework
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Guidance	February 2019 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 (Annex A)
Supplementary Planning Guidance	Greater Cambridge Sustainable Design and Construction SPD (Jan 2020) Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012) Planning Obligation Strategy (March 2010)
Material Considerations	<u>City Wide Guidance</u> Cycle Parking Guide for New Residential Developments (2010) Public Art SPD 2010.
	<u>Area Guidelines</u> Mill Road Depot Planning and Development Brief SPD

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 The Highways Officer has raised no concerns regarding the proposal.

Urban Design Officer

- 6.2 The Council's Urban Design Officer has been involved with pre-application discussions on the changes proposed and has confirmed that there are no objections to the changes proposed.

Historic England

- 6.3 Historic England have responded to the consultation request stating that they do not wish to offer comments on the proposal, referring the LPA to the Council's specialist historic officers.

Conservation Officer

- 6.4 The Council's Conservation Officer has been involved with pre-application discussions in relation to the changes proposed. The Office has confirmed that the submitted documents do not, in his opinion, materially affect heritage assets, and therefore, no objection is raised.

Sustainability Officer

- 6.5 The Council's Sustainability Officer welcomes the all-electric approach to the proposal and has commented on the positive effect of the alterations proposed on the BREEAM excellent score as well as the reduction in emissions.
- 6.6 With the above in mind, no objection is raised.

Landscape Officer

- 6.7 The Council's Landscape Officer has raised no objection to the proposal.

Tree Officer

- 6.8 No comment received.

Drainage Officer

- 6.9 The Council's Drainage Officer has confirmed that the proposed changes do not impact on the previously approved drainage details, and therefore raises no objection.

Local Lead Flood Authority (LLFA)

- 6.10 The LLFA have confirmed that the proposal would not impact upon flood risk or surface water drainage and have raised no objection.

Environmental Health Officer

- 6.11 The Council's Environmental Health Officer has been consulted on the proposal. No objections have been raised subject to the imposition of the same conditions as per the original permission, with the exception of the condition relating to Low

Nitrogen Oxide emissions which is no longer required due to the full-electric nature of the proposal.

Environment Agency

- 6.12 The Environment Agency have responded and stated that the proposal does not result in a change to their original comments. No objections are raised.

Ecology Officer

- 6.13 No comment received.

Public Art Officer

- 6.14 No comment received.

Fire and Rescue

- 6.15 No comment received.

Anglian Water

- 6.16 The consultee has confirmed that as there are no changes to foul or surface drainage, they have no comments to make.

Designing Out Crime Officer

- 6.17 No comment received.

Cadent Gas

- 6.18 No comment received.

7.0 REPRESENTATIONS

- 7.1 No neighbour representations have been received.

8.0 ASSESSMENT

- 8.1 It is important to note that this application is purely to determine the acceptability of the changes proposed to the approved scheme, and not to re-visit the merits of the original approval.

Having said this, it is important that the amendments proposed are assessed against all relevant policy considerations.

8.2 With the above in mind, and 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
3. Impact on heritage assets
4. Residential amenity
5. Refuse and servicing arrangements
6. Highway safety
7. Car and cycle parking
8. Contaminated Land
9. Integrated Water Management and Flood Risk
10. Trees and ecology
11. Energy and Sustainability
12. Public art
13. S106 contributions
14. Third party representations

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

Principle of Development

8.3 The principle of development has already been established under extant planning permission reference 19/1159/FUL. This proposal does not alter that assessment and is therefore considered acceptable.

Context of site, design and external spaces

8.4 The proposal sits in a sensitive location – within the Central Conservation Area and in close proximity of a number of listed buildings and buildings of local interest.

8.5 The proposal does propose alterations to the building – both in terms of elevational appearance and massing.

8.6 The changes to massing are largely at ground floor level with two additional rooms proposed, however, the additional mass is to the internal elevation facing New Jordans Yard, and so visual

impact is limited. It is noted that this additional mass does reduce the extent of the yard, although this is not considered unacceptable given the historic nature of such thoroughfares being relatively narrow.

- 8.7 The changes to the Park Street and Round Church Street elevations are relatively minor, with fenestration and entrance locations being the most notable changes, as well as alterations to the substation. These are minor in nature and do not significantly alter the appearance of the building.
- 8.8 Alterations at roof level, including additional plant and screening will have negligible visual impact from the streetscene.
- 8.9 The Council's Urban Design Officer has been consulted on the proposal and has raised no objection to the amendments proposed.
- 8.10 It is considered that the form, height and layout of the proposed development is not compromised by the amendments proposed and remain appropriate to the surrounding pattern of development, and is, in officers' opinion compliant with Cambridge Local Plan (2018) policies 55, 56, 57, 59, 61 and 62.

Impact on Heritage Assets

- 8.11 The statutory considerations as set out in section 66(1) and section 72(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990, are matters to which the determining authority must give great weight to when considering schemes which have the potential to impact on heritage assets.
- 8.12 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the legislative context for development that affects the setting of listed buildings:
- 8.13 'In considering whether to grant planning permission for development which affects a listed building or its setting, the Local Planning Authority or, as the case may be, the Secretary of State, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possess.'

- 8.14 Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 makes it a statutory duty for a local planning authority, in the exercise of its planning powers with respect to any buildings or other land within a Conservation Area, to:
- 8.15 'Pay special attention to the desirability of preserving or enhancing the character or appearance of that area'
- 8.16 The Court of Appeal has determined that, in order to give effect to the statutory duties under section 72 (1) and section 66 (1), in respect of development proposed to be carried out within the setting of, or which may impact upon a listed building, or in a conservation area, a decision-maker must a) in respect of listed buildings accord considerable importance and weight to the 'desirability of preserving the listed building, or its setting' and b) in respect of a conservation area give a high priority to the objective of 'preserving or enhancing the character or appearance of the area', when weighing this factor in the balance with other 'material considerations' which have not been given this special statutory status.
- 8.17 Officers have had regard to the statutory duties set out in section 66(1) and section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and in considering this application have given considerable weight and importance to the desirability of preserving the setting of the affected listed buildings and to preserving or enhancing the character and appearance of the affected conservation areas, both sets of which have been detailed below.
- 8.18 Furthermore, officers have taken into account, as a material consideration, the policy guidance in paragraphs 193-196 of the NPPF 2019. Para. 193 of the NPPF states that when considering the impact of a proposal on the significance of a designated heritage asset, "great weight" should be given to the asset's conservation (meaning the more important the asset, the greater the weight should be). Para. 194 makes it clear that any harm to, or loss of significance of a heritage asset should require clear and convincing justification. Para. 196 of the NPPF states that where a proposal will lead to less than substantial harm to the significance of a designated heritage asset, such harm should be weighed against the public benefits of the proposal, including its optimum viable use.

- 8.19 Para. 200 makes it clear that local planning authorities need to look for opportunities for new development within Conservation Areas, World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals which make a positive contribution to the asset or better reveals its significance should be treated favourably.
- 8.20 In respect of non-designated heritage assets para. 197 of the NPPF states that the effect that a proposal will have on such an asset should be taken into account in determining the application, and in considering such applications a balanced judgment is required having regards to the scale of any harm or loss and the significance of the heritage asset.
- 8.21 The Council's Local Plan policies 60 and 61 seek to ensure that new development proposals give due consideration to the impact on heritage assets, including local heritage assets.
- 8.22 The Council's Conservation Officer has been consulted on the proposal, as well as Historic England. No objections have been received.
- 8.23 The heritage assets will be looked at in turn now.

The Central Conservation Area

- 8.24 The proposal seeks to make relatively minor changes that are considered to have minimal impact to the appearance of the building, nor to the wider conservation area.
- 8.25 With the above in mind, the proposed changes are considered to preserve the character and appearance of the Central Conservation Area, and its significance.

5-10 Park Street

- 8.26 This is a terrace of two storey (with roof accommodation) Grade II Listed townhouses, which have a harmonious appearance due to their uniform appearance. The properties are listed by virtue of their repetitive architectural style and execution, and this is a key part of their significance, along with their siting and layout.

- 8.27 The application site is visible from these properties and can be seen in the same view from various places along Park Street and Round Church Street. The proposed changes are minor and would have a negligible impact on this listed terrace.

19-44 Lower Park Street

- 8.28 This is a terrace of two storey properties running along Lower Park Street from Park Street to Jesus Green. They are Grade II Listed.
- 8.29 The uniform appearance and architectural detailing of these properties, along with their sweeping form are key contributors to the significance of this terrace.
- 8.30 As with 5-10 Park Street, the proposed changes would have a negligible impact on these properties.

Little Trinity & Garden Walls, Gates and Railings

- 8.31 This three storey property dates back to the early 18th century and sits on the corner of Jesus Lane and Park Street. The property fronts Jesus Lane and has a rear elevation facing towards the application site. The property stands taller than those immediately surrounding it which adds to its prominence. The property is Grade II Listed and benefits from rich architectural detailing including strong gable ends with prominent chimneys, varied brickwork and large sash windows.
- 8.32 The proposed changes are of a small enough scale that means that there is no harmful impact on this property.

Cambridge Union Society Building

- 8.33 This is another Grade II Listed building, and is sited on Round Church Street, opposite the application site. The site is currently undergoing redevelopment which involves the demolition of residential properties along Round Church Street. The significance of the building lies with its architectural merit, although some of this has been lost overtime with additions and alterations. The facades of the original building are being retained and these can be viewed together with the car park development. The proposed changes are of a minor nature and would not cause harm to this building.

Church of the Holy Sepulchre (The Round Church)

- 8.34 This Grade I Listed church dates back to 1130 and takes its design approach from the rotunda in the Church of the Holy Sepulchre in Jerusalem. The unusual design and stone construction of this building are key parts of its significance. Also adding to its significance is its prominent location. The conservation area appraisal identifies a key view past the church and down Round Church Street which takes in views of the existing car park.
- 8.35 This building is sited at the other end of Round Church Street from the application site, and the two are only read together at distance. The proposed changes would be barely noticeable as evidenced by the verified views provided.
- 8.36 Overall, it is considered that the proposal would have an acceptable impact on the setting of the Round Church.

8, 9-14, 16-18, 28-29, 23-27 Portugal Place

- 8.37 These properties sit to the north west of the application site and the south eastern properties are described as having a 'sensitive' boundary with the application site in the Planning Guidance Note. These properties date back to as early as the 17th century. Some of the properties are Grade II Listed while others are non-designated heritage assets.
- 8.38 The properties have significance as a group, both visually and as a result of their historic layout including narrow street access, which was at one time common in Cambridge but has been eroded across a lot of the City.
- 8.39 The narrowness of Portugal Place means that the carpark can only really be experienced from the rear of the properties on the south eastern aspect of Portugal Place. At present, views from these properties are of a large brick mass and core with occasional brick banding.
- 8.40 The proposed changes would be minor in nature and would not cause harm to the special interest of these heritage assets.

Church of St Clement

- 8.41 This Grade II* church is a prominent feature along Bridge Street and sits to the west of the application site. Its significance is due largely to its historic 'layering' of change, as well as its architectural merit and prominent siting.
- 8.42 Although within the siting of this church, the proposal has been demonstrated by verified views as not being visible from views from the north west. The proposal is considered to cause no harm to the historic significance and importance of this building.

The Baron of Beef PH, The Mitre PH and 15-16 Bridge Street

- 8.43 These buildings sit in a row along Bridge Street and are all Grade II Listed. They date back to between the sixteenth and nineteenth centuries and are have significance due to their surviving built form, while the Mitre PH retains its historic rear yard area. The setting of these properties is most appreciable and more highly valued from Bridge Street. Development to the rear of the properties has eroded the setting of the assets, and the existing car park is considered to have contributed to this.
- 8.44 The proposed changes would not cause any harm to the historical importance of this property.

10-14 Bridge Street and 16 Round Church Street

- 8.45 These properties are considered together as they are attached and are sited on the corner of Round Church Street and Bridge Street, directly opposite the Round Church. 10-14 Bridge Street are Grade II Listed. Much of the significance of these properties is due to their prominent siting and proximity to the Round Church. They also have significant architectural merit.
- 8.46 These properties can be experienced in the same views as the application site although the distance between them mean that the changes proposed would have a negligible impact.

The Chapel at St John's College

- 8.47 The Chapel sits further to the southwest of the car park than any of the previously discussed heritage assets. This nineteenth

century Grade I Listed building has significant value as a result of its design, survival of original fabric and its significant tower.

- 8.48 Although within the setting of this building, the application site and the Chapel cannot readily be appreciated together, and the proposal would not change the existing spatial relationship. The proposal is not, therefore, considered to affect the setting of this building.

Overall

- 8.49 When compared to the approved scheme, the proposal would not harm the setting of the nearby listed buildings, and would preserve the character and appearance of the conservation area. The special interest and significance of the nearby heritage assets would be preserved and the development is respectful of their setting.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.50 The proposed changes have been designed with the context of neighbouring properties in mind. The nearest residential properties are located on Portugal Place and Park Street. The rear of the properties on Portugal Place would face windows of the aparthotel, and privacy screens were approved to protect the amenity of these properties. The proposal involves changes to these screens at 'level +3' to match those on the floors beneath. This change would not result in a loss of privacy whilst providing a more harmonious appearance to the elevation.
- 8.51 The proposed changes to massing are at ground floor and would not impact on sunlight or daylight receipt to any nearby properties.
- 8.52 Officers have assessed the potential impact of the proposed changes on the residential amenity of the surrounding occupiers in terms of sunlight, daylight, overlooking, overbearing, noise disturbance, and sense of enclosure. Officers are satisfied that the minor nature of the changes proposed would not have a significant adverse impact on the residential amenity of the neighbouring occupiers such that it would warrant refusal.

- 8.53 It is considered that the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and that it is compliant with Cambridge Local Plan (2018) policies 35, 55 and 56.

Refuse and Servicing Arrangements

- 8.54 The proposed changes does not alter the location, or collection arrangements, for refuse storage.
- 8.55 The approved scheme considered the arrangement to be acceptable and there is no reason to consider otherwise in this case.

Highway Safety

- 8.56 This application does not introduce changes that would result in highways safety concerns.
- 8.57 The Highway Authority has been consulted as part of the application and no objections have been raised to the amendments.

Car and Cycle Parking

- 8.58 The quantum of car parking has not been altered although the layout has been altered, and this does not give rise to any concerns.
- 8.59 Details of cycle parking layout were conditioned in the original permission and this condition would be carried forward to the new permission in the event of permission being granted. Eight additional cycle parking spaces are proposed on the pavement, at the request of the County Highways Officer, and this is considered appropriate.

Contaminated Land

- 8.60 Matters related to contaminated land were considered in the previously approved application with conditions attached accordingly.
- 8.61 The proposal does not introduce any features that are likely to impact upon land contamination and so the previous

assessment, and subsequent conditions, are still considered relevant here.

Integrated water management and flood risk

- 8.62 The Council's Drainage Officer and the Local Lead Flood Authority have been consulted on the proposal.
- 8.63 Both parties have confirmed that the proposed changes do not impact upon flooding.
- 8.64 Conditions from the original permission will be carried forward in the event of permission being granted for these changes.

Trees & Ecology

Trees

- 8.65 The proposal does not result in changes to tree implications and therefore, the original assessment is considered unchanged.

Ecology

- 8.66 An Ecology Appraisal was submitted with the original application and this detailed the ecological improvement measures proposed within the scheme. These include biodiverse roofs, green walls, a bee hotel and landscaping.
- 8.67 Conditions were attached to ensure that details of the biodiverse green roof are provided to the Local Planning Authority for approval, in order to ensure that the roof has maximum biodiversity benefits. Additional conditions relating to securing details of the bee hotel and provision of bird and bat boxes were also applied. These should be applied in the event of permission being granted for this application.

Energy and Sustainability

- 8.68 The previous scheme was compliant with Local Plan Policy 28.
- 8.69 However, one of the drivers for this application was the desire from some Members to see the scheme have no gas use at all. The current proposal has eradicated the use of gas altogether.

- 8.70 The Council's Sustainability Officer has been consulted on the proposal and has raised no objections, welcoming the switch to all-electric, and noting that the window changes could also realise sustainability gains.
- 8.71 Officers have no reason to consider the information submitted differently to the Sustainability Officer and with the above in mind the proposal complies with policy 28 and Officers have recommended the suggested conditions accordingly.

Public Art

- 8.72 A public art scheme was conditioned under the previous permission, and this condition would apply to the new permission in the event of permission being granted.

S106 Contributions

- 8.73 No S106 contributions were required in the original consent, and the proposed changes do not trigger the need for any to be provided now.

9.0 CONCLUSION

- 9.1 The proposal is for minor changes pursuant to planning permission 19/1159/FUL for the comprehensive redevelopment of the site involving the demolition of existing multi-storey car park and erection of an aparthotel (Use Class C1) alongside an underground public car park, public cycle store and associated works
- 9.2 The proposed changes have benefitted from pre-application consultation with a variety of consultees prior to the application submission.
- 9.3 The proposal has been assessed carefully, taking into account the National Planning Policy Framework (NPPF), the Planning Practice Guidance, the statutory requirements of Sections 66(1) and 72(1) of the Town and Country Planning (Listed Building and Conservation Areas) Act 1990, the Cambridge Local Plan (2018), the views of statutory consultees and wider stakeholders as well as all other material planning considerations.

- 9.4 The application has been considered against the relevant policies, and upon assessment, Officers consider that the application complies with national and local policies, and the proposed development be recommended for approval subject to appropriate planning conditions.

10.0 RECOMMENDATION

APPROVE subject to the following conditions and informatives:

1. The development hereby permitted shall be begun before 31st December 2022.

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. The conditions of planning permission 19/1159/FUL (as set out below) shall continue to apply to this permission.

Where conditions pertaining to 19/1159/FUL have been discharged, the development of 20/03373/S73 shall be carried out in accordance with the terms of discharge and those conditions shall be deemed to be discharged for this permission also.

Reason: To define the terms of the application.

4. 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 2018, Policy 35).

5. Prior to the commencement of the superstructure hereby approved, with the exception of demolition and below ground works, full details including samples of all the materials to be used in the construction of the external surfaces of buildings, which includes external features such as non-masonry walling systems, entrance doors, porch and canopies, windows, recessed brick panels, roof cladding, external metal work, balustrades, rain water goods, edge junction and coping details, colours, surface finishes and relationships to glazing and roofing, shall be submitted to and approved in writing by the local planning authority. This may consist of a materials schedule, large-scale drawings and/or samples. Development shall be carried out in accordance with the approved details. Sample panels for both Park Street and Round Church Street elevations (minimum of 1.5x1.5m) of the facing materials to be used shall be erected on site or provided off site and made available for inspection to establish the detailing of bonding, coursing, colour and type of jointing and any special brick patterning/articulation detailing (e.g. soldier coursing, rusticated brickwork detail) shall be agreed in writing with the local planning authority. The quality of finish and materials incorporated in any approved sample panels, which shall not be demolished prior to completion of development unless with the consent of the Local Planning Authority, and shall be maintained throughout the development.

Reason: In the interests of the visual amenity and to ensure that the quality and colour of the detailing of the brickwork/stonework and jointing is acceptable and maintained throughout the development (Cambridge Local Plan 2018, Policies 55 and 57).

6. No rooftop plant shall be constructed on the building hereby approved until such time as full details, to a large scale, of any rooftop plant screening systems to be installed, where relevant, have been submitted to and approved in writing by the local planning authority. This may include the submission of samples of mesh/louvre types and the colour(s) of the components. Colour samples should be identified by the RAL or BS systems. 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 2018 policies 55 and 57).

7. Full details of proposed signage shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2018 policies 55 and 57).

8. Notwithstanding the plans hereby approved, full details of the privacy screens facing Portugal Place properties, including samples of glazing and drawings showing their relationship with the windows behind as well as method of attachment to the wall, shall be submitted to and approved in writing by the Local Planning Authority. The approved privacy screens shall be implemented in accordance with the approved details prior to the occupation of the aparthotel rooms facing Portugal Place and shall be retained in situ in the approved form.

Reason: To protect the amenity of the occupiers of adjoining properties (Cambridge Local Plan 2018 policies 52, 55, and 57).

9. No demolition or construction works shall commence on site until a traffic management plan has been agreed in writing with the Planning Authority and the development shall not be implemented otherwise than in accordance with the traffic management plan as approved by the Planning Authority. The principle areas of concern that should be addressed are: i. Movements and control of muck away lorries (all loading and unloading shall be undertaken off the adopted public highway) ii. Contractor parking; provide details and quantum of the proposed car parking and methods of preventing on-street car parking. iii. Movements and control of all deliveries (all loading and unloading shall be undertaken off the adopted public highway) iv. Control of dust, mud and debris, in relationship to the operation of the adopted public highway. The TMP should be a standalone document separate and distinct from any Environmental Construction Management Plan. While the two elements are closely aligned the TMP deals with how the contractor/developer will interact with the adopted public highway an area over which they have limited control.

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

10. Within 6 months of commencement of development, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM 'excellent' as a minimum will be met, with maximum credits for Wat 01 (water consumption) and 3 credits for Hea 04 (thermal comfort). Where the interim certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall be submitted identifying how the shortfall will be addressed. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28).

11. Within 6 months of occupation, a BRE issued post Construction Certificate shall be submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28).

12. The proposed on-site renewable and low carbon technologies set out in the Sustainability Statement (Hoare Lee, Revision R01 12 July 2019) shall be fully installed and operational prior to the occupation of any approved buildings and shall thereafter be maintained in accordance with a maintenance programme, which shall be submitted to and approved in writing by the local planning authority prior to the commencement of development. Any alterations to the energy strategy and sustainability statement that can deliver greater carbon dioxide emissions reductions or a reduction or elimination of gas usage shall be submitted to and approved in writing by the Council. The details submitted should outline how the altered energy strategy can further reduce carbon dioxide emissions or gas usage from the approved Energy Strategy and Sustainability Statement. The renewable and low carbon energy technologies shall remain fully operational in accordance with the approved maintenance programme, unless otherwise agreed in writing by the local planning authority. No review of this requirement on the basis of grid capacity issues can take place unless written evidence from the District Network Operator confirming the detail of grid capacity and its implications has been submitted to, and accepted in writing by, the local planning authority. Any subsequent amendment to the level of renewable/low carbon technologies provided on the site shall be in accordance with a revised scheme submitted to and approved in writing by, the local planning authority.

Reason: In the interests of reducing carbon dioxide emissions (Cambridge Local Plan 2018, policy 28).

13. Hard and soft landscaping: No development above ground level, other than demolition, shall commence until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. 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.

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 2018; policies 55, 57 and 59).

14. Prior to first occupation or the bringing into use of the development, hereby permitted, a landscape maintenance and 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. The landscape plan shall be carried out as approved. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the local planning authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally 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 2018; Policies 55, 57 and 59).

15. No development above ground level, other than demolition, shall commence until full details of green roofs have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. The details shall include details of build-ups, make up of substrates, planting plans for biodiverse roofs, methodologies for translocation strategy and drainage details where applicable.

Reason: In the interests of responding suitably to climate change and water management (Cambridge Local Plan 2018; Policy 31).

16. Details of the irrigation system for the roof gardens and trough/planter planting should be submitted prior to occupation. Details should include water delivery system to planting beds, water source, automatic control system, times and amounts of water to planting beds, system maintenance details (to be included within the Management Plan).

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 2018; Policies 55, 57 and 59).

17. There shall be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 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 2018 policy 35).

18. Prior to the installation of relevant plant, a scheme for the insulation of the plant in order to minimise the level of noise emanating from the said plant shall be submitted to and approved in writing by the local planning authority and the scheme as approved shall be fully implemented before the use hereby permitted is commenced.

The plant noise criteria limits specified within the Applied Acoustic Design Proposed Aparthotel, Park Street, Cambridge Noise Assessment dated 11th July 2019 (Ref: 19132/001/js) at the use hereby approved shall not be exceeded.

Reason: To protect the amenity of the adjoining properties.
(Cambridge Local Plan 2018 policy 35).

19. Prior to the installation of any artificial lighting, an artificial lighting scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall include details of any artificial lighting of the site and an artificial lighting impact assessment with predicted lighting levels at proposed and existing residential properties shall be undertaken. Artificial lighting on and off site must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light - GN01:2011 (or as superseded).

The approved lighting scheme shall be installed, maintained and operated in accordance with the approved details / measures.

Reason: To protect the amenity of the adjoining properties.
(Cambridge Local Plan 2018 policy 35).

20. All service collections / dispatches from and deliveries to the approved development including refuse / recycling collections shall only be permitted between the hours of 07:00 to 23:00 Monday to Friday, 08:00 to 13:00 on Saturday. Service collections / dispatches and deliveries are not permitted at any time on Sundays or Public Holidays.

Reason: To protect the amenity of the adjoining properties.
(Cambridge Local Plan 2018 policy 35).

21. If unexpected land contamination is encountered whilst undertaking the development, works shall immediately cease on site until the Local Planning Authority has been notified and the contamination has been fully assessed and a remediation strategy has been submitted to, and approved by, the Local Planning Authority. Thereafter the development shall not be implemented otherwise than in accordance with the approved remediation scheme.

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety and to protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 170, 178, 179 and Environment Agency Groundwater Protection Position Statements which can be found here: <https://www.gov.uk/government/publications/groundwater-protection-position-statements> and to ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety (Cambridge Local Plan 2018 Policy 33).

22. Prior to importation or reuse of material for the creation of a piling mat and for use within the landscaping scheme a Materials Management Plan (MMP) shall be submitted to and approved in writing by the Local Planning Authority. The MMP shall:

- a) Include details of the volumes and types of material proposed to be imported or reused on site
- b) Include details of the proposed source(s) of the imported or reused material
- c) Include details of the chemical testing for ALL material to be undertaken before placement onto the site.
- d) Include the results of the chemical testing which must show the material is suitable for use on the development
- e) Include confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development.

All works will be undertaken in accordance with the approved document.

Reason: To ensure that no unsuitable material is brought onto the site in the interest of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

23. No development shall commence (including any pre-construction, demolition, enabling works or piling), until a written report, regarding the demolition / construction noise and vibration impact associated with this development, has been submitted to and approved in writing by the Local Planning Authority. The report shall be in accordance with the provisions of BS 5228:2009 Code of Practice for noise and vibration control on construction and open sites and include full details of any piling and mitigation measures to be taken to protect local residents from noise and or vibration. The development shall be carried out in accordance with the approved details only.

Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 35).

24. Prior to the installation of any electrical services, an electric vehicle charge point scheme as shown in drawing A100 098 Rev PO 'Proposed Basement Level - 1 (Produced by Dexter Moren Associates and dated 15th July 2019), shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

1. Four slow electric vehicle charge points with a minimum power rating output of 7kW.
2. Twenty two Fast electric vehicle charge point with a minimum power rating of 22kW.
3. The electric vehicle charge points shall be designed and installed in accordance with BS EN 61851 or as superseded.
4. Remaining car parking spaces with infrastructure for the future provision of electric vehicles charge points.

The electric vehicle charge point scheme as approved shall be fully installed prior to the first occupation and maintained and retained thereafter.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance with the National Planning Policy Framework (NPPF) paragraph 105, 110, 170 and 181, Policy 36 - Air Quality, Odour and Dust of the Cambridge Local Plan (2018) and with Cambridge City Council's adopted Air Quality Action Plan (2018).

25. Piling or any other foundation designs and investigation boreholes using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. 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 National Planning Policy Framework (NPPF), paragraphs 170, 178, 179 and Environment Agency Groundwater Protection Position Statements which can be found here: <https://www.gov.uk/government/publications/groundwater-protection-position-statements> (Cambridge Local Plan 2018 Policy 33).

26. The proposed dust mitigation and monitoring shall be carried out as specified and fully in accordance within the following documents:
- o John F Hunt - Dust Risk Assessment - revision 01 - 12th July 2019
 - o John F Hunt - Park Street, Cambridge project environmental monitoring report - report reference 001 - 17th October 2019
 - o John F Hunt - Construction Environmental Management Plan (CEMP) - Managing the site environment - 15th October 2019 second issue - 20th November 2019.

Reason: To protect local air quality and human health by ensuring that the production of air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the lifetime of the development, to contribute toward National Air Quality Objectives and in accordance with the requirements of the National Planning Policy Framework (NPPF, 2019) paragraphs 170 and 181, policy 36 - Air Quality, Odour and Dust of the Cambridge Local Plan 2018 and Cambridge City Councils adopted Air Quality Action Plan (2018).

27. No occupation shall commence until details of the 'bee hotel' have been submitted to and approved in writing by the Local Planning Authority. Details should include target species, proposed scale, number, locations, orientation, materials, fixings, hole sizes, and maintenance requirements. The installation shall be carried out and subsequently maintained in accordance with the approved plans.

Reason: To ensure that proposed ecological enhancement maximize potential biodiversity benefits (Cambridge Local Plan 2018 policy 69).

28. Bird and Bat Boxes. No occupation shall commence until a plan has been submitted to and approved in writing by the Local Authority detailing the proposed specification, number and locations of internal and / or external bird and bat boxes on the new building. The installation shall be carried out and subsequently maintained in accordance with the approved plans.

Reason: to provide ecological enhancements for protected species (Cambridge Local Plan 2018 policy 69).

29. The maximum cumulative stay in the serviced apartments by any individual occupier shall be 90 days in any twelve months period.

Reason: To ensure that the serviced apartments are not used as permanent residential accommodation or student accommodation, which would give rise to substantially different impacts and because the scheme may otherwise require the need for affordable housing, or a formal agreement to occupy with an educational institution. (Cambridge Local Plan 2018 policies 45, 46, 50, 51, 77 and 78).

30. The proposed aparthotel shall keep records of the lengths of stay of all guests and shall retain them for 24 months. The said records shall be made available to the local planning authority on request, within seven days.

Reason: To ensure that use of the proposed building only as visitor accommodation can be satisfactorily monitored. (Cambridge Local Plan 2018 policy 77).

31. No part of the development hereby approved, with the exception of demolition, shall commence until a scheme and programme for modifications to the public highway along Round Church Street and Park Street, has been submitted to, and approved, by the Local Planning Authority as part of a Section 278 agreement, under the Highways Act 1980.

The highway works shall be implemented in accordance with the approved details prior to the first use of the development, and retained thereafter.

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

32. No development above ground level, other than demolition, shall commence (or in accordance with a timetable agreed in writing by the Local Planning Authority), until a Public Art Delivery Plan (PADP) has been submitted to and approved in writing by the Local Planning Authority. The PADP shall include the following:

- a) Details of the public art and artist commission;
- b) Details of how the public art will be delivered, including a timetable for delivery;
- c) Details of the location of the proposed public art on the application site;
- d) The proposed consultation to be undertaken;
- e) Details of how the public art will be maintained;
- f) How the public art would be decommissioned if not permanent;
- g) How repairs would be carried out;
- h) How the public art would be replaced in the event that it is destroyed;

The approved PADP shall be fully implemented in accordance with the approved details and timetabling. Once in place, the public art shall not be moved or removed otherwise than in accordance with the approved maintenance arrangements.

Reason: To accord with the provisions of Cambridge City Council Public Art SPD (2010) and policies 55 and 56 of the Cambridge Local Plan 2018.

INFORMATIVE: This development involves work to the public highway that will require the approval of the County Council as Highway Authority. It is an OFFENCE to carry out any works within the public highway, which includes a public right of way, without the permission of the Highway Authority. Please note that it is the applicant's responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council.

INFORMATIVE: No part of any structure may overhang or encroach under or upon the public highway unless licensed by the Highway Authority and no gate / door / ground floor window shall open outwards over the public highway.

INFORMATIVE: Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, the cost of which must be borne by the applicant.

INFORMATIVE: It is recommended that adequate signage is included in the car park to encourage non-electric car drivers to, where possible, not occupy spaces with electric charge points.

INFORMATIVE: To satisfy standard the condition relating to plant noise, the rating level (in accordance with BS4142:2014) from all plant, equipment and vents etc (collectively) associated with this application should be less than or equal to the existing background level (L90) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

Tonal/impulsive noise frequencies should be eliminated or at least considered in any assessment and should carry an additional correction in accordance with BS4142:2014. This is to guard against any creeping background noise in the area and prevent unreasonable noise disturbance to other premises. This requirement applies both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 15 minute period).

It is recommended that the agent/applicant submits a noise prediction survey/report in accordance with the principles of BS4142: 2014 "Methods for rating and assessing industrial and commercial sound" or similar, concerning the effects on amenity rather than likelihood for complaints. Noise levels shall be predicted at the boundary having regard to neighbouring premises.

It is important to note that a full BS4142:2014 assessment is not required, only certain aspects to be incorporated into a noise assessment as described within this informative.

Such a survey / report should include: a large scale plan of the site in relation to neighbouring premises; noise sources and measurement / prediction points marked on plan; a list of noise sources; details of proposed noise sources / type of plant such as: number, location, sound power levels, noise frequency spectrums, noise directionality of plant, noise levels from duct intake or discharge points; details of noise mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full noise calculation procedures; noise levels at a representative sample of noise sensitive locations and hours of operation.

Any report shall include raw measurement data so that conclusions may be thoroughly evaluated and calculations checked.

INFORMATIVE: Any material imported into the site for use within a piling mat shall be tested for a full suite of contaminants including metals and petroleum hydrocarbons prior to importation. This material is expected to be tested at a frequency of 1 sample every 100m³ or one per lorry load, whichever is greater. If the material originates from a clean source the developer should contact the Environmental Quality Growth Team for further advice.

INFORMATIVE: For the avoidance of doubt, following implementation of any Permission issued by the Planning Authority in regard to this proposal the hotel hereby approved will not qualify for Residents' Permits within the existing Residents' Parking Schemes operating on surrounding streets.

INFORMATIVE: When writing a Traffic Management Plan (TMP) the applicant should consider the following: elements and provide the information as requested. This will make discharging the condition much simpler, faster and more efficient. As will be seen from the details below a TMP need not be a lengthy document however, clarity is key.

1. Site Plan

i. The applicant should provide a site plan at a true scale of 1:200 for smaller sites and 1:500 for larger sites showing the following areas with written dimensions:

- a. Proposed material storage area
- b. Proposed site offices
- c. Proposed car parking area
- d. Proposed manoeuvring space
- e. Proposed access location
- f. Proposed location of any gates
- g. Proposed location of any wheel washing facility or similar.
- h. If the site is to be multi-phased then a plan for each phase should be provided.

2. Movement and control of muck away and delivery vehicles

i. The proposed manoeuvring area for delivery/muck away vehicles, this should include a swept path analysis for the largest vehicle to deliver to the site to demonstrate that this can enter and leave in a forward gear.

ii. If it is not possible to deliver on site or turn within the same, then details of how such deliveries will be controlled will need to be included, for example if delivering to the site while parked on the adopted public highway how will pedestrian, cycle and motor vehicle traffic be controlled?

iii. Delivery times. If the site is served off a main route though the county (and this does not necessarily need to be a A or B class road), or other areas of particular traffic sensitivity (a list of traffic sensitive streets can be requested from the Street Works Team at Streetworks@Cambridgeshire.gov.uk) then delivery and muck away times will need to be restricted to 09.30-16.00hrs Monday to Friday.

iv. If the site is in the vicinity of a school then the applicant should ascertain from the school when their opening/closing times are and tailor the delivery/muck away movements to avoid these. The Highway Authority would suggest that allowing at least 30 minutes either side of the open/closing times will generally ensure that the conflicts between school traffic and site traffic are kept to the minimum.

v. The Highway Authority would seek that any access used by vehicles associated with the site be paved with a bound material (for at least 15m for larger sites) into the site from the boundary of the adopted public highway (please note this is not generally the edge of carriageway), to reduce the likelihood of debris entering the public highway.

vi. Any temporary gates used for site security must be set back at least 15m from the boundary of the adopted public highway to enable a delivery/muck away vehicle to wait wholly off the adopted public highway while the gates are opened and closed, or they must remain open throughout the entire working day.

vii. Normally access to the site should be 5m in width for smaller sites and 6.5m for larger sites, though it is recognised that this may not be practical for small scale developments of one or two units.

3. Contractor parking

i. If possible all parking associated with the proposed development should be off the adopted public highway.

ii. Within the area designated for contractor/staff parking each individual bay must be at least 2.5m x 5m, with a 6m reversing space. However, given the nature of the construction industry i.e. that staff tend to arrive and leave site at approximately the same time spaces may be doubled up, i.e. 10m in length, 2.5 wide with a reversing space. A list of number of operatives, staff and trades that will be on site at any one time should be provided to ascertain if the number of spaces being proposed will be acceptable.

iii. If the site has no potential to provided off-street car parking and or only limited numbers the applicant must provide details of how on-street parking will be controlled.

4. Control of dust, mud and debris, in relationship to the operation of the adopted public highway

i. If it is likely that debris may be dragged on to the adopted public highway the applicant should provide details of how this will be prevented. If a wheel wash or similar is proposed, the details of how the slurry generated by this will be dealt with must be provided, please note it will not be acceptable to drain such slurry onto to over the adopted public highway.

ii. The Highway Authority would seek that the developer include the following words in any submitted document: The adopted public highway within the vicinity of the site will be swept within an agreed time frame as and when reasonably requested by any officer of the Highway Authority.

iii. It is recognised that construction traffic occasionally damage the adopted public highway and the developer should include a note stating that such damage will be repaired in a timely manner at no expense to the Highway Authority.

The Traffic Management Plan must relate solely to how the operation of the site will affect the adopted public highway, other information for example noise levels is not a highway matter and should not be included within the plan.