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| Application Number | 20/04395/PRI18A | Agenda Item | 11 |
| Date Received | 23rd October 2020 | Officer | Luke Waddington |
| Target Date | 17th December 2020 | | |
| Ward | Trumpington | | |
| Site | Cambridge Railway Station, Station Road | | |
| Proposal | Prior approval for the construction of a carriage wash enclosure on the railway siding to the north of Mill Road west of Great Eastern Street. | | |
| Applicant | Steve Taylor 5th Floor 1 Eversholt Street London NW1 2DN | | |

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| SUMMARY | <p>-The location for the Carriage Wash Machine (CWM) building enclosure is justified, it could not reasonably be carried out elsewhere.</p> <p>-The visual and heritage amenity impacts arising from the CWM building enclosure are acceptable.</p> <p>-Overshadowing and enclosure amenity impacts are acceptable.</p> <p>-Formal written advice is awaited from the Council's Environmental Health Team regarding, in particular, the associated noise impacts of the proposal. Officers cannot conclude their recommendation without this advice which must be balanced against the fall-back of the CWM plant only being capable of being installed under permitted development rights afforded under Part 8 of the Permitted Development Regulations.</p> |
| RECOMMENDATION | -To be reported on the Amendment Sheet and subject to Environmental Health advice. |

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site is an area of land 1,163m² in size located within the Cambridge Railway boundary, approximately 90 metres to the north of the Mill Road Bridge. The site includes railway tracks (sidings) and is located east of the new residential development at the former Cambridge Council Depot site on Mill Road /Hooper Street. The site is located to the west of dwellings on Great Eastern Street, the rear elevations and rear gardens of which face towards the site. The Chisholm Trail is proposed to run parallel to the site on its eastern side, between the site and the dwellings on Great Eastern Street.
- 1.2 The application site is close to the edge of the Mill Road Conservation Area, that spans the length of Mill Road and includes the immediate surrounding streets. The boundary of the Conservation Area narrows at the train line and includes Mill Road bridge but excludes all of the surrounding railway area. The Conservation Area includes Great Eastern Street to the east of the site and the Mill Road Depot site to the west. The application therefore has the potential to impact upon the setting of the Mill Road Conservation Area.

2.0 THE PROPOSAL

- 2.1 This is an application for Prior Approval for the erection of a building to enclose a new Carriage Wash Machine (CWM). The CWM building would be located on a section of track linking the two separate north and south yards of the Cambridge Rail depot, which are divided by Mill Road bridge.
- 2.2 The proposed CWM building at this site would replace a previous carriage wash at the south yard, and according to the information submitted in support of the application, is required to allow room for newer larger trains to be washed and to reduce the number of rolling stock movements required for washing operations prior to stabling (parking) trains.
- 2.3 The applicant sets out the context of the proposal as part of their supporting Planning Statement as follows:

'Gavia Thameslink Railway ("GTR") has been contracted by the Department for Transport ("DfT") to undertake enhancements to the network sidings and depot carriage sidings at Cambridge as

part of works to provide increased stabling capacity for both GTR and Greater Anglia's (GA) new fleets of rolling stock, vehicle servicing provisions, new improved train presentation and staff welfare facilities (the "Project"). The proposed works will also bring redundant and underused sections of track back into use to provide stabling for the new class 700 Siemens trains on the recently upgraded Thameslink route and provide stabling for the new Bombardier and Stadler trains on the GA routes which will provide enhanced passenger services for the residents of Cambridge.

Part of those works includes the provision of a new Carriage Wash Machine ("CWM") facility – which is being re-sited from a southern area of the site (south yard) to the north yard, on/near the site of the previous Network Rail Maintenance Delivery Unit and sidings for diesel powered 'Yellow maintenance plant / trains', which have been removed. The proposed works are within the existing boundary of the operational railway at Cambridge Depot and Railway Station.'

- 2.4 The CWM enclosure itself would be a rectangular building 34 metres long and 7 metres wide, aligned north to south, with a dual pitched gable roof. At the roof ridge the enclosure would be 8.5 metres high and the enclosure would be approximately 18.9 metres to the west of the rear gardens on Great Eastern Street. There would be openings at both ends of the enclosure for entry/exit of trains. The enclosure would be constructed from sheet metal and would be beige in colour.

3.0 PLANNING HISTORY

- 3.1 Summary of relevant planning history:

| Planning Reference | Description | Outcome |
|---------------------------|---|--------------------|
| 18/1372/CAP18 | Application for Prior Approval under Part 18 for construction of new gated east side stairway from Mill Road to provide access to train | Granted 11.01.2019 |

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|-----------------|---|--------------------|
| 20/03732/PRI18A | <p>drivers walkway, including alterations to arches 5 and 6 to facilitate new sidings, walkway and passive provision for Chisholm Trail.</p> <p>Prior approval for the construction of new gated east side stairway from Mill Road to provide access to train drivers walkway, including alterations to arches 5 and 6 to facilitate new sidings, walkway and passive provision for Chisholm Trail.</p> | Granted 29.10.2020 |
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4.0 PUBLICITY

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

- 4.1 Officer note: There is no requirement for the Local Planning Authority to advertise this type of Prior Approval application under the relevant planning legislation, but it has done so because of the wider public interest in the proposal.

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 Plan 2018 | 1 24 28, 34, 35, 36 55, 56, 61, 71, 80 |

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

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|----------------------------------|---|
| Central Government Guidance | National Planning Policy Framework July 2019 National Planning Policy Framework – Planning Practice Guidance from 3 March 2014 onwards Circular 11/95 (Annex A) |
| Supplementary Planning Documents | Greater Cambridge Shared Planning Sustainable Design and Construction SPD (2020). Mill Road Area Conservation Area Appraisal 2011 |
| Material Considerations | <u>City Wide Guidance</u> Air Quality in Cambridge – Developers Guide (2008) Cambridge City Council Draft Air Quality Action Plan 2018-2023 |

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

6.1 No comment on behalf of the Local Highway Authority

Environmental Health

- 6.2 The Council's Environmental Health and Planning teams have discussed the submitted Noise Assessment Report by Atkins dated 8th January 2020. The Environmental Health team has raised a number of technical issues with the conclusions and recommendations of the Report, and clarification is currently being sought by Officers upon these issues from the applicant. Following clarification full comments from Environmental Health will be provided on the Amendment Sheet. Nevertheless, it is evident from the submitted Report that there would be the potential for adverse impact upon nearby residential properties as a result of the operations of the CWM.

However, the Environmental Health team note the permitted development fallback available to the applicant under Part 8, Class A of Schedule 2 of the General Permitted Development Order 2015 (railway or light railway undertakings) that would allow erection of an unenclosed CWM without further planning control (constituting plant). In light of this, the Planning and Environmental Health teams have concluded that the provision of a building to enclose the CWM would provide a better means of mitigating the noise impacts associated with the CWM upon residential amenity than the absence of an enclosing building.

Urban Design and Conservation Team

- 6.3 Conservation Officer: No objection. The proposed washing enclosure is of quasi-industrial appearance similar to buildings built in support of the railway's function since the railway use began; in other words it is the sort of building of the sort of scale that many people would expect to see in such a location. The pitched roof design and colour of the sheet metal cladding appear to work well with the surroundings and should have no adverse visual impact on the LB [the historic railway station] or the traditional housing nearby. Taking the above into account, it is considered that the proposal will not adversely affect the character of the Listed Building and that the proposal will preserve or enhance the character and appearance of the conservation area.

Head of Streets and Open Spaces (Landscape Team)

- 6.4 No comments received at the time of writing

Head of Streets and Open Spaces (Tree Team)

- 6.5 No objections to the application subject to imposition of conditions requiring submission of an arboricultural method statement and tree protection plan prior to commencement of the development.

Refuse and Recycling

- 6.6 No comments received at the time of writing
- 6.7 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 At the time of writing this report, eleven objections have been received from the below addresses, and are summarised in the following bullet points.

Numbers 11, 30, 33A, 47, 53 and 72 Great Eastern Street, 25 Headley Street, 105 Cavendish Road

- GTR have not involved residents with regard to the overall works at the station
- No information on the chemicals that are going to be used in the train wash despite requests
- Clarity required regarding noise levels to be expected
- Noise from idling trains awaiting washing
- Inappropriate survey has been carried out regarding how the facility will affect its surroundings
- Piling noise already affecting residents
- Noise of carriage wash machine operation will be constant and will adversely impact residents
- The machinery will run 7 days a week and during the night with residents not able to relax
- The enclosure building is large and unsightly
- Large visual impact from enclosure building upon properties on Great Eastern St
- The planning application should have included both the plant and the enclosure
- Application site is too close to residential streets

- Inappropriate within the conservation area
- Land at Cambridge North was to be used originally
- Vibration of construction works will cause structural issues to nearby properties
- If approved there should be conditions addressing the visual impact of the building, hours of operation, acoustic panels and ongoing environmental monitoring
- Trains should be required to turn engines off during cleaning
- The carriage wash will cause constant and persistent background drone and vibrations
- Possibility of a fine mist of cleaning agents released
- Potential for light pollution
- Potential for chemicals to escape
- Loss of property value

- 7.2 One representation of support for the proposals has been received from no.12 Great Eastern Street and is summarised below:
- A train wash is a necessary part of a functioning railway
 - From the applicant's presentations, they have considered all possible sites and this is the best one.
 - The environmental impact study seems sound
 - It should be taken into consideration that residents already live next to a working railway

- 7.3 It is likely that more representations will be received post the completion of this report and these will be reported on the Amendment Sheet together with the advice from Environmental Health. The comments reported above are a summary of the representations received. Full details of the comments can be viewed on-line using Public Access.

8.0 ASSESSMENT

Legal and Planning Policy Context

- 8.1 This is not an application for planning permission and members do not have the wide scope of consideration afforded to them as they ordinarily would. This is an application for **Prior Approval**. The application is made under Part 18 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended ('GPDO').

- 8.2 The scope for consideration by members of the Planning Committee is limited to the location and the design and external appearance of the development and whether the proposal would injure the amenity of the neighbourhood and is reasonably capable of modification to avoid such injury.
- 8.3 The prior approval application is subject to a limited time period within which the Council must make its decision, unless a longer period has been agreed by the applicant and the Council in writing. In this case, the time-period for making a decision is 56 days, starting from 23 October and ending on the 17th Dec 2020. Members of the Planning Committee are strongly encouraged to either approve or refuse the proposal at this meeting.
- 8.4 Part 18 of the GPDO allows development for a building to come forward under a prior approval process that has been authorised by a local or private Act of Parliament. In this matter for Network Rail, this is the nineteenth century Act of Parliament under which the Railway was built. Section 16 of The Railway Clauses Consolidation Act 1845 confers powers for the Railway Company and its successors in title (now Network Rail) to construct works such as bridges, tunnels and embankments, etc as the Company sees fit, and '*erect and construct such houses, warehouses, offices, and other buildings, yards, stations, wharfs, engines, machinery, apparatus, and other works and conveniences, as they think proper*'. The applicant has confirmed that the railway in this location was authorised by the Eastern Counties Railway (Brandon and Peterborough Extension) Act 1844. The subsequent Great Eastern Railway Act 1862 applied the Railways Clauses Consolidation Act 1845 (RCC Act 1845) general provisions to all of the Great Eastern Railway.
- 8.5 The site of the current proposed development was acquired under the Great Eastern Railway Act 1874. By section 2 of the 1874 Act, the Railways Clauses Consolidation Act 1845 was incorporated. The 1862 Act (in its application to the railway authorised by the 1844 Act) and the 1874 Act designate the land upon which the proposed works is to be carried out pursuant to section 16 of the 1845 Act.
- 8.6 Officers are satisfied that the proposed CWM building enclosure can be dealt with as a Prior Approval application under Part 18

Class A of the GPDO, and does not require express planning permission, subject to the limitations set out in the GPDO.

- 8.7 As set out above, part 18 Class A of the GPDO permits development on the condition that prior approval of the detailed plans and specifications of any building is first obtained from the Local Planning Authority. In its evaluation the Local Planning Authority can only consider:
 - a) Location.
 - b) Design and external appearance of a development.
- 8.8 The GPDO states that development is not to be refused, nor are conditions to be imposed unless:
 - a) The development ought to be and could reasonably be carried out elsewhere on the land; or
 - b) The design or external appearance of any building or bridge would injure the amenity of the neighbourhood and is reasonably capable of modification to avoid such injury.
- 8.9 A “building” for the purpose of the GPDO includes “any structure or erection and... includes any part of a building... and... does not include plant or machinery and... does not include any gate, fence, wall or other means of enclosure” (Article 2.1). As such Prior Approval is only required for the CWM building (enclosure) over the Carriage Wash Machine. The Carriage Wash Machine itself and plant room are in the view of officers permitted development by virtue of Part 8, Class A of the GPDO, constituting plant.
- 8.10 It follows that unless the Local Planning Authority considers that the location of the development ought and could be reasonably carried out elsewhere *or* the design or appearance adversely affects (injures) the amenity of the neighbourhood *and* is not reasonably capable of modification, Prior Approval must be granted.

Planning assessment

- 8.11 In accordance with Part 18 of the GPDO, the following matters are material to this assessment:

- Location
- Design and external appearance

Location

- 8.12 The proposal seeks to provide a building for the enclosure of a Carriage Wash Machine (CWM) that would be sited approximately 100 metres to the north of Mill Road Bridge within the area of the Cambridge Depot known as the north yard.
- 8.13 The supporting statement for the application sets out in detail a number of reasons for the selection of this particular site. Firstly, it addresses the reasoning for the selection of the Cambridge depot rather than an alternative location such as Cambridge North as suggested within 3rd party representations. It then explains the applicant's choice of location within the Cambridge Depot itself. The reasoning is summarised below.
- 8.14 Alternative locations such as Cambridge North were ruled out as lacking resilience, efficiency and the ability to meet timetables due to the additional distance to be travelled at the end of service and the number of additional movements required to accommodate the maintenance and cleaning requirements for the rolling stock.
- 8.15 The applicant states that due to the intensity of the increased passenger services, new fleets of 10 and 12 carriage rolling stock, the depot and associated facilities have had to be sited as close as possible to the station platforms to be able to maintain the departure times of the published timetables; Cambridge North also currently lacks sufficient platform space and would necessitate significant Network Rail infrastructure improvements that are not included in the current 5-year rolling plan for the rail station.
- 8.16 It is stated that other sites would also result in changes to timetables to accommodate shuttle moves, as well as increases in signaller workload leading to an overall reduction in passenger services. It is asserted that alternative depots with cleaning facilities are located a significant distance by journey time from Cambridge and therefore are not practicable.
- 8.17 The former carriage wash at Cambridge was located in the south yard. Its positioning was such that trains were required to

pass through the carriage wash, stable (park) on a terminating road (track), before the driver walks back to the opposite end of the train to drive it into the north yard (via a National Rail signalled area) to stable for the night. This so called “double shunt”, manoeuvre is stated to be inefficient and limits the number of trains that could be washed within the depot.

- 8.18 Additionally, the existing termination road in the south yard road only had capacity to stable an 8-car train unit, while the new Govia Thameslink Railway and Greater Anglia rolling stock are of 10 and 12 car configurations. As such, the proposed CWM location would require a through road with 12 car stabling available at either end.
- 8.19 These constraints directed that the most logical location for the CWM is on the road connecting the north and south yards passing under Mill Road Bridge, being a through road which is also long enough to accommodate new rolling stock as it passes through to stable. This also eliminates the need for communications with the Network Rail Signaller at the Signal Box for train washing activities and allows for efficient shunting activities. To provide greater flexibility and control for the Depot, an additional road will be installed under Mill Road Bridge which is entirely within the Depot's control.
- 8.20 Due to the Overhead Line Equipment (OLE) height restrictions, the CWM building on the connecting road must be located at least 100m north from Mill Road Bridge. Of the options on the connecting road in the north yard, the proposed location north of Mill Road Bridge is considered by the applicant to fit well within the existing constraints in the north yard and requires only minor amendments to the north yard track layout.
- 8.21 Relocating the CWM further to the north in the north yard is not considered feasible by the applicant as it would create the same issues present in the south yard and would require significant remodelling of the north yard and the Coldhams Lane Depot entrance which would then require the relocation of the Greater Anglia and Arriva depot operations for a significant length of time.
- 8.22 Officers consider that taking the constraints set out in the Supporting Statement into account, the selected location appears logical from an operational perspective and there is no

compelling evidence presented that the erection of the CWM building ought to be or could reasonably be carried out elsewhere on the land, without adversely impacting passenger services and the wider operation of the Cambridge depot.

Design and external appearance

- 8.23 The proposal seeks approval of the CWM building. As stated above, the proposed building would be sited in close proximity to, and within the setting of, Mill Road Conservation Area. As stated by the Conservation Officer, the railway operations in this part of Cambridge have often resulted in ancillary buildings being erected along the tracks, usually in support of the function of the railway. In this respect, the proposed building is in keeping with its surroundings, being a building of quasi-industrial appearance that is not unexpected in a railway setting. The pitched roof and beige colour are in keeping with the surroundings and would aid the building in integrating with its surroundings. As such the proposed building is considered to preserve the setting of the character and appearance of the Mill Road Conservation Area. No detrimental impact on the setting of the Grade II listed Cambridge Railway Building or other heritage assets is anticipated.

Residential Amenity: overshadowing and enclosure

- 8.24 The proposed enclosure would be located approximately 18.9 metres from the rear boundaries of gardens on Great Eastern Street. Officers acknowledge that the building would be visible from these gardens. However, given the separation distance, and the pitched roof design of the enclosure, Officers consider that the design and appearance of the CWM building would not result in significant overshadowing or enclosure upon dwellings on Great Eastern Street. Visualisations and cross-sections provided by the applicant support this assertion as do a series of overshadowing plans which compare an earlier iteration of the design of the building (prior to the application being made) which incorporated a flat roof and was a bulkier proposal (9.3m high) to the current proposal. The overshadowing plans show the earlier flat roof design providing a limited additional degree of overshadowing in the rear gardens of Great Eastern Road properties at 8pm on 1 June, with the current proposal providing no additional overshadowing at this time and date over and above that created by the redeveloped Mill Road Depot site.

The overshadowing impact on the gardens of these properties is entirely acceptable.

Landscaping

- 8.25 Conditions have been requested by the Tree Officer to secure an arboricultural method statement and tree protection plan, in the interests of trees within the rear gardens of residences on Great Eastern Street. Conditions can only be applied to the development in the circumstances identified previously in the 'Planning policy context' section of this report. As set out above it is not considered that the development ought to be and could reasonably be carried out elsewhere on the land. As to whether the design and appearance of the building would injure the amenity of the area in terms of its impact on trees, it is noted that the boundary of the application site is approximately 10 metres from the rear boundary with Great Eastern Street, and the CWM building is to be sited approximately 18.9 metres from the rear boundary over an area of existing railway track. At these distances it is not considered that the proposed development would result in a significant adverse impact to trees within the rear gardens of dwellings on great Eastern Street.

Noise and Vibration

- 8.26 A number of representations from residents have been received expressing concerns with the potential for noise, vibration and disturbance impacts of the CWM building. Officers note that the application for prior approval relates to the building enclosure rather than the CWM itself. However the enclosure and the CWM are part and parcel with one another as the enclosure would house the CWM and as set out in the submitted Supporting Statement the CWM is reliant on the enclosure for its correct operation, including the mitigation of noise impacts. As such it is considered appropriate to assess the impact of the design of the enclosure on the amenity of the neighbourhood in terms of noise and vibration.
- 8.27 A Noise Survey & Assessment by Atkins has been provided by the applicant and is summarised in the Supporting Statement. The predicated noise profile used in the Atkins survey is taken from an existing covered CWM at Hornsey Depot, London. It is stated that the CWM at Hornsey utilises a different CWM

installation which includes air blowers, whereas the proposed Cambridge CWM uses brushes and hot water wash. It is stated that the use of air blowers is an intrinsically noisy aspect of the washing operation. As there are no blowers in the proposed CWM the applicant asserts that the noise emitting assets to be installed at Cambridge are less noisy by comparison.

- 8.28 Sound attenuation is intended to be provided by the building enclosure itself and so the report concludes that it is properties in line of sight of the open ends of the building that would be most affected by operational noise. This noise impact is most likely to be experienced during the night, between 11pm and 6am when most trains are not timetabled to run, the rolling stock is available for cleaning and people are sleeping or attempting to sleep. Trains are likely during this period to be cleaned in the CWM building at no more than 15 min intervals.
- 8.29 The report states that predicted noise levels at the worst affected property (11 Great Eastern St), would result in an excess of Rating Level over Background Noise Level of 6 decibels (dB). This predicted Rating Level at the worst affected property is at a threshold at which there is an indication of an adverse impact, according to British Standard BS4142.
- 8.30 However the applicant anticipates noise levels at the Cavendish Road and Great Eastern Street properties to be lower overall than predicted in the report, due to the reduced noise of the proposed configuration of the Cambridge CWM in comparison the Hornsey CWM used as a baseline for the report.
- 8.31 The noise report recommends that noise measurements are undertaken upon commissioning of the CWM building, at which time additional mitigations may be implemented if necessary, such as an acoustic fence running for 23 metres to the north and south of the entrances to the CWM enclosure, at a height of 3 metres. The Supporting Statement concludes that a 3m fence would be most appropriate given the potential for visual intrusion and piled foundations needed for fences in excess of 3 m high. It is predicted by the applicant that a 3m high fence of the length and location described above would result in a reduction in the noise levels reaching 11 Great Eastern Street of 2.5 dB at ground floor and 1.9 dB at first floor. The provision of any such fences would fall within permitted development within Part 8 Class A. Officers are exploring with the applicants

the feasibility and necessity of conditioning this acoustic fencing as part of any approval.

- 8.32 While the report makes an assessment of the noise impacts on Great Eastern Street, it is noted that it does not include an assessment of potential noise impact upon residential development coming forward on the former Council Mill Road Depot site to the west of the site.
- 8.33 The Council's Environmental Health team has been consulted for its view on the impacts of the CWM building enclosure upon residential amenity. The GDPO places a time limit of 56 days for the Local Planning Authority to determine applications for Prior Approval. Should no response be received by the applicant from the LPA within 56 days the applicant may commence the operations. Due to this time limit and the need to complete this report for publication prior to consideration of the application at Planning Committee, the available time for review and consideration of the complex supporting information by the Environmental Health team has been limited. As such the comments and recommendation of the Environmental Health team will be included within an update to this report prior to the Planning Committee meeting.
- 8.34 As such this report is written without a final recommendation in respect of the noise impacts of the scheme, subject to the comments of the Environmental Health team. The Officer recommendation, following receipt of comments from Environmental Health, will be addressed within a written update to this report on the Amendment Sheet prior to the planning committee meeting.

Other Third Party Environmental Concerns

- 8.35 Third party representations have been received in respect of noise and vibration of construction works currently underway at Cambridge Rail Station. Specific works have not been identified within the representations and as these works are currently underway elsewhere within the wider Rail Station site, they are not material to the assessment of the present application for prior approval of the CWM building.
- 8.36 A third-party representation has raised concerns regarding fine spray and mist of cleaning fluids that may emanate from the

enclosure. While no specific details of this are provided within the application it is noted within the Supporting Statement that the prewash and final rinse sprays of the CWM are located at least 3 metres within the ends of the enclosure which is intended to minimise any overspray. The choice of use of which cleaning products / detergent to utilise is beyond planning control but in any event is covered through Health and Safety legislation which the Environmental Health officer is anticipated to note.

Environmental Impact Assessment (EIA) Regulations 2017

- 8.37 The applicants are of the view that the proposal is exempt from the requirement for an EIA. They have not sought a screening opinion in relation to the prior approval application. They cite case law (the Euston case) in order to confirm this conclusion. In the Euston case, reliance was placed by Network Rail on Part 18, Class A, of the General Permitted Development Order (GDPO) where both the Planning Inspector and the Secretary of State held that the disapplication of the need for consideration to be given to environmental assessment of the proposed railway works applied. This 'disapplication' is set out in the GDPO at Article 3(12)(b)).
- 8.38 The applicants set out that the Cambridge Depot precedes the related European Directive (in respect of EIA development), having been authorised by a private Act (1845) which preceded EIA legislation and that the proposed works are therefore not required to be the subject of an EIA. Officers have no reason to disagree with this assessment.
- 8.39 One of the key environmental impacts arising from the proposal relates to noise and disturbance from the operation of the cleaning apparatus within the CWM building and the timing of this (overnight). This impact is assessed within the Atkins Noise Assessment (summarised above) submitted post submission of the prior approval application on 10 November which is subject to review by the Council's Environmental Health Team. The impacts are localised and are defined within the context of the wider railway improvement project defined by the applicants in their Planning Statement to undertake enhancements to the network sidings and depot carriage sidings at Cambridge as part of works to provide increased stabling capacity for both GTR and Greater Anglia's (GA) new fleets of rolling stock,

vehicle servicing provisions, new improved train presentation and staff welfare facilities (the “Project”). There are no additional environmental impacts arising from these wider project works that require further assessment as far as the prior approval application and submitted noise assessment are concerned.

Other matters

- 8.40 As confirmed in Paragraph 4.0 above, officers are satisfied that the public consultation carried out for the purposes of this Prior Approval application was appropriate for this type of application.
- 8.41 Officers note the third-party criticisms regarding the lack of involvement of stakeholders in the Applicant’s proposals. Officers are aware that a number of public meetings have been held by the applicant with regards to works at Cambridge Rail Station including the proposed CWM and building enclosure.
- 8.42 Loss of property value is not a material planning consideration.
- 8.43 Prior approval is not sought for any external lighting.

9.0 CONCLUSION

- 9.1 It is considered that the development cannot reasonably be carried out elsewhere on the land, and so condition A.2 a) of Part 18 of the Class A of the GPDO is satisfied.
- 9.2 In respect of condition A.2 b) the design and external appearance of the proposed CWM building is not considered to result in injury to the amenity of the neighbourhood in terms of its impact on heritage assets, including the Mill Road Conservation Area, other heritage assets or impact on residential amenity of properties nearby in terms of enclosure or overshadowing.
- 9.3 As to whether the CWM building would injure the amenity of the neighbourhood through failure of the design to sufficiently mitigate amenity impacts, and whether any further modifications to the design and external appearance of the CWM building could be reasonably carried out to limit amenity impact, a written update regarding the officer recommendation will be

provided on the amendment sheet prior to the planning committee meeting following the receipt of Environmental Health advice.

- 9.4 Notwithstanding Environmental Health advice, there is a fall-back position available to the applicants under Part 8, Class A of the GPDO to install the CWM only absent of a building enclosure because it would amount to plant. Officers are of the view that there is a reasonable prospect of the applicants installing the CWM plant only should prior approval be refused. Officers are in agreement that the presence of an enclosing building, and the resultant opportunity for noise mitigation measures provided by the building, would be preferable to an alternative scenario where no building is erected, in terms of the potential impacts upon residential amenity. Members should bear this scenario in mind when considering the proposal.

10.0 RECOMMENDATION

10.1 None.

10.2 Pending advice from the Council's Environmental Health team.