

Application Number	21/04439/FUL	Agenda Item	
Date Received	6th October 2021	Officer	Ganesh Gnanamoorthy
Target Date	1st December 2021		
Ward	Cherry Hinton		
Site	Land North of Colville Road Cherry Hinton Cambridge		
Proposal	Installation of three modular retail units to provide temporary trading space for the duration of development works associated with planning application reference 21/02759/FUL		
Applicant	Cambridge Investment Partnership c/o Agent		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The development would ensure the vitality and viability of the existing Cherry Hinton Neighbourhood Centre is maintained; - The proposed development would provide a high quality development that would not have any significant adverse impact on the residential amenity of the neighbouring occupiers; - The design and scale of the proposed development responds positively to the surrounding built form;
RECOMMENDATION	APPROVAL

0.0 BACKGROUND

0.1 This planning application has been submitted by Cambridge Investment Partnership (CIP) following the resolution of Cambridge City Council’s Planning Committee to grant planning

permission on 01 December 2021 for the demolition of existing buildings and erection of new commercial/retail floor space, 48 new residential apartments and houses, new car parking areas, new hard and soft landscaping, bin and bike stores and associated works (application reference 21/02759/FUL).

- 0.2 Cambridge Investment Partnership (CIP) is a joint venture company set up by Cambridge City Council and Hill Investment Partnership. The original purpose of the partnership was to deliver 500 net new council rented homes across the City using mainly council owned sites/assets. The City Council has received £70 million support from central government as part of the Devolution Deal to help achieve this target. The 500 home target has been met but CIP are continuing to increase the number of Council homes within its jurisdiction.

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site is a broadly square shaped plot of land on the northern aspect of Colville Road. The site forms part of the application site for an approved scheme for 69 dwellings and associated works on a site known as '66-80b Colville Road (application reference 19/1034/FUL). Works on this permission have commenced. The application site occupies an area of land which was designated as a public car park within the approved development.
- 1.2 The property is not located within a designated conservation area and there are no listed buildings on the site or in the immediate vicinity.
- 1.3 The Local Plan proposals map identifies no planning constraints on this site.

2.0 THE PROPOSAL

- 2.1 This application proposes the installation of three modular retail units to provide temporary trading space for the duration of development works associated with planning application reference 21/02759/FUL.
- 2.2 The modular buildings would be single storey in nature with flat roofs, and laid out in a rectangular arrangement fronting Colville Road.

- 2.3 Ramped and stepped accesses would be provided to the units, with rear accesses providing easy access to refuse storage to the rear, as well as being suitable for fire escape purposes.
- 2.4 Six Sheffield stands are proposed to the front of the site to allow for visitors to secure up to twelve cycles.
- 2.5 The rationale for providing these units is to allow for some of the occupiers of existing commercial units to the west of the site to continue trading whilst works under planning permission reference 21/02759/FUL are undertaken.
- 2.6 The application is accompanied by the following supporting information:
- Proposed plans and elevations
 - Planning Statement
 - Submission Statement

3.0 SITE HISTORY

- 3.1 The application site, and its immediate surroundings, have an extensive planning history. The most relevant applications are detailed below

Reference	Description	Outcome
19/1034/FUL	Demolition of existing flats 66-80b Colville Road and erection of 69 affordable dwellings, including 6 houses and 63 apartments, including resident and public car parking, landscaping and associated works	Permission Granted
21/02759/FUL	Demolition of existing buildings and erection of new commercial/retail floor space, 48 new residential apartments and houses, new car parking areas, new hard and soft landscaping, bin and bike stores and associated works	Resolution to Grant Permission

4.0 PUBLICITY

4.1 Advertisement:	No
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 Plan 2018	Local	1, 6, 31, 32, 35, 36, 40, 55, 56, 57, 59, 64, 72, 82

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

Central Government Guidance	National Planning Policy Framework February National Planning Policy Framework – Planning Practice Guidance Circular 11/95 (Annex A)
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6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

6.1 The Highways Officer has been consulted on the proposal and has raised no objection.

Drainage Officer

6.2 The Council's Drainage Officer has raised no objection to the proposal subject to the imposition of a condition securing details of foul and surface water.

Environmental Health Officer

6.3 The Council's Environmental Health Officer has raised no objection to the proposal.

7.0 REPRESENTATIONS

7.1 No representations have been received.

8.0 ASSESSMENT

8.1 From the consultation responses and representations received and from my inspection of the site and the surroundings, I consider that the main issues are:

1. Principle of development
2. Context of site, design and external spaces
3. Residential amenity
4. Highway safety
5. Car and cycle parking
6. Drainage

Principle of Development

8.2 Policy 6 of the Local Plan requires the application of a sequential approach when considering the location of retail developments – with the hierarchy of City Centre locations down to Neighbourhood Centres being respected.

8.3 It is noted that a sequential approach has not been adopted in this case, although the reasons for this are unique. Planning permission 21/02759/FUL granted consent for redevelopment of the Cherry Hinton High Street District Centre to the west of the application site, and this involves the demolition of the existing commercial units that make up the District Centre, and their rebuilding. This application proposes to provide three temporary units for current occupiers of the District Centre who have expressed a desire to keep trading locally in the short term.

8.4 Although not explicitly compliant with the wording of the policy, allowing these operators to continue trading in their existing community until the new commercial units are built is considered to protect the vitality and vibrancy of the Cherry

Hinton High Street District Centre, which is wholly aligned with the thrust and spirit of Policy 6 of the Local Plan.

- 8.5 With the above in mind, and given the temporary nature of the proposal, the principle of development is considered acceptable subject to the material considerations discussed below being satisfactorily met.

Context of site, design and external spaces

- 8.6 The proposal is for temporary structures, and these would be single storey in nature. Materials for construction are shown on the drawings to be plasticol coated steel walls in grey, UPVC windows in white, powder coated doors in grey, and grey powder coated steel railing around the entrance ramp and platform. These are considered appropriate and a condition is recommended to ensure that these are used.
- 8.7 The layout and siting of the units are considered to be logical with the units having an active frontage along Colville Road, with the cycle parking directly outside the front.
- 8.8 It is noted that the use is for temporary purposes only and as such, in the event of permission being granted, a condition is recommended to ensure that details of the strategy for 'making good' of the land is provided to, and approved in writing by, the Local Planning Authority.
- 8.9 Although only a temporary structure, it is important that the scale of the proposal is appropriate to the wider setting. In this instance, the single storey nature of the building proposed would ensure that it respects, and is subservient to, the buildings in the immediate surrounding area.
- 8.9 Officers consider that the form, height and layout of the proposed development is appropriate to the surrounding pattern of development and the character of the area and would not constitute overdevelopment. In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57, and 59.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.10 The application is sandwiched between a development site to the east, and what will soon be a development site to the west. Directly opposite the application site is a leisure centre and a primary school. The distance of the proposal from the nearest residential properties, along with the limited height and mass of the structures proposed, means that the proposal would not have a significant adverse impact on residential amenity.
- 8.11 It is considered that the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2018) policies 35, 55 and 56.

Highway Safety

- 8.12 The application would not introduce alterations to road layouts, and would not result in an increase in road trips as the units will be occupied by existing tenants. The proposal does not introduce new areas of car parking, but does introduce six cycle parking spaces. The operation and use are not considered to give rise to highways safety concerns.
- 8.13 The County Council's Highways Officer has been consulted on the proposal and has confirmed that they have no objection to the proposal on highways safety grounds.
- 8.14 Officers consider that the proposal is compliant with Cambridge Local Plan (2018) policy 81.

Car and Cycle Parking

- 8.15 The proposal is for a temporary development which is expected to have a similar level of use as the existing units. The existing units are serviced by car parking on street and this proposal sees no additional parking provided. A layby to the front of the site will double up as a disabled parking bay and would be conveniently located for users.
- 8.16 Twelve cycle parking spaces (in the form of 6x Sheffield stands) are proposed to the front of the site.

- 8.17 The Local Plan requires two spaces for every 5 members of staff and one short stay space per 25sqm of floorspace. For this development this equates to a requirement for 2 space for staff (likely generation of 6 staff in total) and 6 spaces for the 139sqm of floorspace – a total of eight spaces. The proposal exceeds this requirement.
- 8.18 It is noted that the proposed temporary commercial units will be placed on the siting of a proposed public car park. The application has been accompanied by a Transport Statement, and this assesses the impact of the loss of these spaces on the wider area. The statement concludes that there is sufficient capacity in nearby roads to mitigate for the short term non-provision of the car park, whilst a condition can ensure the provision of this after the temporary use ceases.
- 8.19 The proposal provides an acceptable arrangement for car and cycle parking. Officers consider the proposal to be compliant with Cambridge Local Plan (2018) policy 82.

Drainage

- 8.20 The proposed site is an area of existing hardstanding and so the proposed flat roofed buildings would not create any additional hard surfacing. The proposal is for surface water to be collected from the roofs by way of gutters and downpipes which would then discharge into soakaway features at ground level at the corners of the buildings.
- 8.21 Foul water would discharge into a new foul water drainage connection beneath the site.
- 8.22 The Drainage Team have advised that the strategy provided is acceptable.
- 8.23 Given the temporary nature of the structure it would not be appropriate to insist upon the flat roofed areas being biodiverse roofs, as per policy 31, as these would require time to establish before becoming effective. The temporary nature of the proposed building would mean that this would offer very little, if any, benefit.
- 8.24 The proposal, due to its temporary nature, is considered acceptable without a biodiverse roof.

8.25 Officers consider that the proposal is compliant with the paragraph 163 of the National Planning Policy Framework (2021) and policy 31 of the Cambridge Local Plan (2018).

9.0 CONCLUSION

9.1 The proposed is for temporary commercial units whilst the existing Neighbourhood Centre to the west is redeveloped.

9.2 The application has been considered against the relevant policies, and upon assessment it is considered that the application complies with national and local policies, and should, therefore, be granted planning permission subject to appropriate planning conditions as detailed in section 10.

10.0 RECOMMENDATION

APPROVE subject to the following conditions:

1. The temporary structures hereby approved shall be removed from the land no later than thirty-six (36) months from the commencement of development of planning permission 21/02759/FUL (or subsequent variations to that permission) in respect of 'Colville Road Phase 3 - land at Colville Road and Fisher's Lane'. Within fourteen (14) days of commencement, the date of actual commencement on the site having the benefit of planning permission 21/02759/FUL shall be confirmed in writing to the local planning authority.

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. Within six months of commencement of development under planning permission reference 21/02759/FUL, details for a programme of work to be undertaken after the temporary

permission expires, shall be submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. Details shall include a method statement describing the full extent of removal of any building foundations where applicable and the strategy and timescales for providing the public car park as approved under planning permission reference 19/1034/FUL.

Reason: To ensure the land is always left in an appropriate condition and that the approved public car park is provided. (Cambridge Local Plan 2018; Policies 55 and 82).

4. The flat roof of the buildings hereby approved shall not be used as a sitting out/recreational area.

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

5. The materials to be used in the construction of the development shall be in accordance with those shown on drawing number CTW-BPTW-04-ZZ-DR-A-2001 Rev C01.

Reason: In the interests of good design and to protect the visual amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35).

6. Prior to first occupation of the commercial units hereby approved, the cycle parking to the front of the site shall be provided and operational.

Reason: To ensure adequate cycle parking is provided. (Cambridge Local Plan 2018; Policies 55 and 82).

7. The temporary units hereby permitted shall not be used for purposes other than those served within Use Class E, except where prior written permission has been sought and consented by the Local Planning Authority.

Reason: In the interests of neighbouring amenity, and to comply with policy 35 of the Cambridge City (2018) Local Plan.