



Planning Committee Date	10 th January 2024
Report to	Cambridge City Council Planning Committee
Lead Officer	Joint Director of Planning and Economic Development
Reference	23/03068/FUL
Site	163 - 167 Mill Road, Cambridge
Ward / Parish	Romsey
Proposal	Refurbishment of the building including internal slab openings with steel framing, roof replacement and raising the flat roof finish height, parapet works, new plant, substation, external alterations and temporary removal of shopfront to facilitate MRI installation (first phase).
Applicant	Moor Park Capital Next Gen Limited
Presenting Officer	Tom Chenery
Reason Reported to Committee	Called-in by Cllr Third party representations
Member Site Visit Date	N/A
Key Issues	1. Noise
Recommendation	APPROVE subject to conditions

1.0 Executive Summary

- 1.1 The application seeks planning permission for the refurbishment of the building including internal slab openings with steel framing, roof replacement, new plant, substation, external alterations and temporary removal of shopfront to facilitate MRI installation (first phase).
- 1.2 The use of the building is to be retained as Use Class E, which allows for medical and research use. The existing building is a two storey flat roof 1970's infill building within the Conservation Area.
- 1.3 Minor alterations are proposed to the external fabric of the building for upkeep and to improve the thermal efficiency of the building. To facilitate the MRI installation, substation and plant are required to be installed both within the car park and to the rooftop. Supporting Noise Impact Assessment Reports have been submitted to ensure that the proposed amenity impact is considered acceptable.
- 1.4 The plant design on the roof top has been amended to reduce the impact from the surrounding views by setting the plant off the elevations of the building. As a result of this the proposal is considered to preserve the character and appearance of the Conservation Area and the character and appearance of the wider area.
- 1.5 The proposed development would be sited in a highly sustainable and accessible location and the level of car parking, which is compliant with the maximum car parking standards of the Local Plan, is considered to ensure that no harm would arise in terms of highways impact and localised parking pressure.
- 1.6 Officers recommend that the Planning Committee APPROVE subject to conditions.

2.0 Site Description and Context

None-relevant		Tree Preservation Order	
Conservation Area	X	Local Nature Reserve	
Listed Building		Flood Zone 1	
Building of Local Interest		Green Belt	
Opportunity Area	X	Protected Open Space	
Scheduled Ancient Monument		Controlled Parking Zone	X
Local Neighbourhood and District Centre	X	Article 4 Direction	

*X indicates relevance

- 2.1 The site is approx. 0.07 hectares fronting Mill Road, with a vehicular access accessed off Sedgwick Street. The building is a 1970s flat roofed infill building between Victorian two-storey buildings. The unit, currently vacant, is formed of a commercial unit on the ground floor and offices on the first floor. To the rear of the building is a car park.
- 2.2 To the north of the site, bordering the car park, are residential properties of nos.2a, b, and c Sedgwick Street (Use Class C3); to the east No. 169 is comprised of an estate agent (Use Class E) on the ground floor and a residential property at the first floor; and to the west is a Laundrette (Use Class Sui Generis) and a residential flat at first floor.

3.0 The Proposal

- 3.1 Planning permission is sought for the refurbishment of the building including internal slab openings with steel framing, roof replacement and raising the flat roof finish height, parapet works, new plant, external alterations and temporary removal of shopfront to facilitate MRI installation (first phase).
- 3.2 The application proposes:
- Provision of roof top plant;
 - Rearrangement to car parking;
 - Generator;
 - Re-roofing the property – raising height;
 - Replacement of windows to property;
 - Replacement entrance to the building;
 - Internal alterations and structural works to facilitate MRI scanner; and
 - Alterations to the façade.
- 3.3 The application has been amended to address representations and further consultations have been carried out as appropriate. The application amendments include:
- Cycle store with Green Roof and cycle parking to the frontage;
 - Removal of Generator;
 - Alterations of roof – no alterations to the façade;
 - Plant altered for improved acoustic properties;
 - EV Charging points; and
 - Alterations to parking.
- 3.4 The application is accompanied by the following supporting reports which have been amended as indicated:
- Design and Access Statement – dated 31/10/2023
 - Noise Impact Assessment – Ref 230248 163-167 Mill Road Rev C
 - Sustainability Statement – Ref 230248 163-167 Mill Road Rev C

4.0 Relevant Site History

Reference	Description	Outcome
21/03622/PRI03O	Prior approval for change of use from offices (Class B1 (a)) to 4 No. dwellinghouses (Class C3)	Prior Approval Given
20/02057/PRI03O	Prior Approval notification of proposed change of use from B1(a) (offices) to Class C3 (dwellinghouses) to 4 flats.	Prior Approval Refused – Dismissed at Appeal
19/1628/B1C3	Prior Approval notification of proposed change of use of first floor office - B1(a)(Office) to Class C3 (dwellinghouses) to create 4 No. flats.	Prior Approval Refused
14/0963/ADV	Rebranding of Tesco Express retail unit: 2 No. fascia, 1 projecting sign and 10 other signs	Permitted
08/0794/FUL	Installation of plant installation equipment and development ancillary thereto.	Refused – Appeal Withdrawn
08/0099/FUL	Erection of single storey rear extension and installation of plant.	Refused – Appeal Dismissed
08/0098/FUL	Installation of new shopfront including ATM unit.	Permitted
07/0811/FUL	Erection of single storey rear extension and installation of plant.	Non-Determination Appeal – Appeal Dismissed
07/0810/FUL	Installation of new shopfront including ATM Unit.	Non-Determination Appeal – Appeal Withdrawn

5.0 Policy

5.1 National

National Planning Policy Framework 2023
National Planning Practice Guidance
National Design Guide 2021
Environment Act 2021
Equalities Act 2010
Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design
Circular 11/95 (Conditions, Annex A)

5.2 Cambridge Local Plan 2018

Policy 1: The presumption in favour of sustainable development
Policy 2: Spatial strategy for the location of employment development
Policy 6: Hierarchy of centres and retail capacity
Policy 24: Mill Road Opportunity Area
Policy 28: Sustainable design and construction, and water use
Policy 29: Renewable and low carbon energy generation
Policy 31: Integrated water management and the water cycle
Policy 34: Light Pollution Control
Policy 35: Human health and quality of life
Policy 36: Air quality, odour and dust
Policy 40: Development and expansion of business space
Policy 41: Protection of business space
Policy 55: Responding to context
Policy 56: Creating successful places
Policy 58: Altering and extending existing buildings
Policy 59: Designing landscape and the public realm
Policy 61: Conservation and enhancement of historic environment
Policy 64: Shopfronts, signage and shop security measures
Policy 69: Protection of sites of biodiversity and geodiversity importance
Policy 71: Protection of priority species and habitats
Policy 72: Development and change of use in district, local and neighbourhood centres
Policy 75: Healthcare facilities
Policy 80: Supporting sustainable access to development
Policy 81: Mitigating the transport impact of development
Policy 82: Parking management

5.3 Supplementary Planning Documents

Biodiversity SPD – Adopted February 2022
Sustainable Design and Construction SPD – Adopted January 2020
Cambridgeshire Flood and Water SPD – Adopted November 2016

5.4 Other Guidance

Mill Road Conservation Area Appraisal (2011)

6.0 Consultations

6.1 Conservation Officer – No Objection

6.2 Original Comment – Objection

6.3 The proposal fails to preserve the character and appearance of Mill Road and it will lead to a moderate less than substantial harm to the significance of the heritage asset.

6.4 The proposal raises the roof and introduces a plant enclosure which is set back from the front parapet. This will impact on views from Mill Road and the proportions of the elevation.

6.5 The raised ridge height and plant enclosure will make the rear and side elevations visually dominant.

6.6 Amendment – No Objection subject to agreement of materials.

6.7 The roofline is now proposed to be retained and the plant enclosure is in two parts with a lower section set back from the edge and a smaller taller section. These alterations will reduce the impact of the roof on wider views.

6.8 Subject to conditions regarding non masonry walling systems and details of materials and colour of the screening of the plant the amended proposal will preserve the character of the conservation area.

6.9 County Highways Development Management – No Objection

6.10 Original Comment – Objection

6.11 Object to utilising the forecourt area for parking during the construction phase. If removed the development would be acceptable subject to conditions.

6.12 Amendment – No Objection as temporary parking removed.

6.13 The development proposed is acceptable subject to the imposition of conditions regarding a Traffic Management Plan (TMP), Construction hours for vehicles over 7.5t. An informative regarding works to the Public Highway is also recommended.

6.14 Environmental Health – No Objection

6.15 Original Comments – Additional information required.

6.16 Clarity required on the contoured output and provision of further detail and assessment of noise in accordance with standard requirements for the external plant and substation.

6.17 Amendment – No objection

6.18 The development is acceptable subject to conditions regarding construction hours, plant noise compliance, artificial lighting and operational servicing.

6.19 Senior Sustainability Officer – No Objection

6.20 The proposals do not trigger the requirements related to construction standards set out in policy 28 of the Cambridge Local Plan as the scheme relates to the refurbishment of an existing building. Nevertheless, a number of sustainability measures have been incorporated into the proposals which are welcomed.

6.21 Sustainable Drainage Officer – No Objection

6.22 The development proposed is acceptable subject to the imposition of conditions regards disposal of surface and foul water drainage.

7.0 Third Party Representations

7.1 42 representations have been received.

7.2 Those in objection, including CamCycle, have raised the following issues:

- Principle of development
- Proposed use of R&D facility and MRI clinic incongruous in shopping area
- Light industrial not a suitable use in a residential area
- Work doesn't relate to the community
- Permission of flats more appropriate at first floor
- Character, appearance and scale impacts
- Adverse impact on character of the area (independent shops)
- Density and overdevelopment of the site
- Heritage impacts – Impact of raised roof
- Building will diminish appearance and character of Mill Road
- Residential amenity impact - noise and disturbance
- Will noise impact report change with Mill Road Bridge Closure?
- Baseline measurement taken too high
- Generator not included within Noise Impact Assessment
- Substation should not be on residential boundary
- Potential for Nuclear MRI in the future
- Are MRI scanners safe in residential areas
- How will emergency access/disability access be handled
- Property is documented within the Noise Impact Assessment form but not consulted on
- No proposal to improve landscape environment/Biodiversity
- Should be a green roof if fully replacing
- Safety concerns with MRI Scanner

- Impact on utilities (water/electricity)
- Construction impacts
- Should not include Saturday work in a residential neighbourhood
- Applicant should be aware of previous planning conditions restricting deliveries
- Impact on telecommunications being affected
- Traffic generation
- Car parking and parking stress
- Loss of parking facility issue with people driving to the centre
- Cycle parking provision – none provided on site
- Issue with Bush Car Parking Spaces on Mill Road
- Building work already being carried out on site
- Waste disposal
- Future Ownership unclear

7.3 An additional 41 have written in following the amendment. All comments as the initial comments with the addition of the following points:

- Noise Impacts
- impacts the vitality and viability of Mill Road (Policy 24)
- Room functions and uses not indicated
- Should be a community use

8.0 Member Representations

8.1 Cllr Baigent has made a representation objecting to the application on the following grounds:

- Structural changes to building
- Residential Amenity Impact – Noise and disturbance due to plant

9.0 Petition

9.1 A petition has been submitted with 172 signatures objecting to the application on the following grounds:

- Use of the building as an MRI Clinic

9.2 The above representations are a summary of the comments that have been received. Full details of the representations are available on the Council's website.

10.0 Assessment

10.1 Principle of Development

10.2 Policy 2 of the Cambridge Local Plan 2018 states that the overall development strategy is for employment to be focused in urban areas, areas of major change, Opportunity Areas and the City Centre to ensure

sufficient land is available for new jobs, The proposal would contribute to employment land and thus would be compliant with policy 2.

- 10.3 Policy 6 of the Cambridge Local Plan sets out the hierarchy of centres and retail capacity. The policy sets out that development should contribute to the vitality and viability of the centre, and should be appropriate to the scale, character and function of the centre. Given the proposed use, falling within Use Class E, it is considered that the use would be appropriate. In addition, the proposal would not amalgamate any additional units and therefore considered not to harm the vitality or viability of the centre. The proposal is therefore considered in accordance with Policy 6.
- 10.4 The application site falls within the Mill Road Opportunity Area (Policy 24). The proposal would not amalgamate any units. The proposal is reinstating the street frontage of the building which is supported. Whilst the proposal is not including any improvements to the streetscape and public realm within the application overall, the proposal is considered acceptable in relation to the aims and objective of Policy 24 of the Local Plan (2018).
- 10.5 The application site falls within the Mill Road District Centre. Policy 72 outlines the uses acceptable in Local, District and Neighbourhood Centres and permits the change of use to centre uses provided the vitality, viability and diversity of the centre is maintained or enhanced. Policy 72 continues to state inappropriate uses in designated centres at ground floor, which include former B1 (office), B1(light industrial). However, in September 2020 the government changed The Town and Country Planning (Use Classes)(Amendment)(England) Regulations 2020 which created Class E (Commercial, Business and Services) which comprised the former B1(a) (office), B1(b) (Research and Development), B1(c) (Light Industrial) and D1 (Doctors, Clinics and Health Centres).
- 10.6 The proposal is intending on utilising an existing unit and would not be joining together any additional units and therefore is not considered to alter the vitality of the area. A change of use would not be required to an MRI facility and officers are unable to assess the change of use of the building. Therefore, the proposal, by virtue of the Use Class, would not be considered an inappropriate use in a designated centre. Given the fall back position, Officers therefore consider that the proposal is considered to be an acceptable use within the Mill Road District Centre.
- 10.7 Policy 75 states new or enhanced healthcare facilities will be permitted if:
a. the scale, range, quality and accessibility of healthcare facilities would be improved;
b. they are located in the area they are expected to serve;
and c. where possible and appropriate they are co-located with complementary services. With respect to policy 75, the proposed facility provides improvements to the range, and accessibility of health services and the need is considered to have been demonstrated.
- 10.8 The principle of the development is acceptable and in accordance with policies 2, 6, 24, 72 and 75.

10.9 Design, Layout, Scale and Landscaping

- 10.10 Policies 55, 56 and 58 seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully contrasts with existing building forms and materials.
- 10.11 The proposal is for the conversion of a 1970's commercial property to an MRI centre which fronts Mill Road. The rear of the site is a car park which is accessed of Sedgwick Street. The site sits within the Mill Road Conservation Area which is characterised by an eclectic mix of commercial and residential properties interspersed with institutional buildings and churches. The majority of properties are two storeys brick buildings dating from the mid to late 19th Century with some later infills.
- 10.12 No. 163-167 is a 1970's infill two storey building with a flat roof. It sits adjacent to no.161 which features as a positive unlisted building within the conservation area appraisal. The building has a modern shopfront at ground floor which is currently a commercial unit (falling under Class E) with offices at first floor. It is noted that the first floor offices have a Prior Approval consent for the conversion to four flats under application 21/03622/PRI03O. However, this has not been implemented and therefore the use of the first floor still falls under Class E.
- 10.13 The application proposes to convert the building with minimal alterations to the existing facades with the replacement of the existing single glazed windows with replacement fenestrations of a similar design. To the rear of the building five windows and doors are proposed to be infilled with brickwork and new doors created at ground floor. In addition, at first floor a new door and louvre is proposed to allow for the repositioning of the fire escape. The proposed changes are required as a reflection of the internal changes to the building. Overall, the proposal will improve the energy efficiency of the building and would have a minimal impact on the streetscene.
- 10.14 The roof design has been altered to ensure that the proposal would not alter the parapet height of the building as Officers were concerned that this would impact the proportions of the building. As the proposal is for the replacement roof membrane and ply deck this would be considered as a repair and upkeep and would fall within permitted development.
- 10.15 Roof mounted plant is proposed to accommodate the MRI scanner. The plant has been set back from the parapet of the roof from the Mill Road Elevation by 2 metres and is comprised of a lower section with a taller section in the centre of the roof, set 5.3 metres off the front elevation. The plant is proposed to be screened by louvres. The height of the plant is set below the neighbouring properties ridge height at a height of 1 metre and 2 metres above the parapet respectively. A section has been provided showing the visibility of the plant from the far side of Mill Road. Given the height and set back there would be limited visibility of the plant from the

main road. The site is highly visible from the rear elevation with Sedgwick Street. The plant is set closer to the edge of the roof on the rear elevation, 0.7 metre with the central section 2.8 metres from the edge of the building. Whilst the plant will be visible in views from Sedgwick Street the retention of the existing roofline and the set back of the central section would reduce the impact of the roof on these views. By altering the design of the plant the visual impact of the development from the wider views has been reduced and the addition of the plant is not considered to be harmful to the character and appearance of the building and streetscene.

- 10.16 Fronting the highway the application proposes a timber cycle store and bin store with a green roof. The store measures 4.5 metres in width and is 2.25 metres in height. The proposed store will enclose the part of the existing entrance improving the street scene on Sedgwick Street.
- 10.17 Within the rear car park the application proposes the installation of a High Voltage Sub-station in the north east corner, measuring 4.25m x 3.6 metres and approximately 2.4 metres in height. Given the siting, the substation would have minimal visibility as it is proposed behind the existing cycle store which would prevent longer views. A new external plant is proposed in the rear car park, in the south east corner, measuring approximately 5 metres x 5.8 metres. The enclosure is proposed in tongue and groove timber acoustic fencing to the external plant measuring approximately 3 metres in height. The proposed enclosure is considered acceptable and would have minimal visibility from the streetscene.
- 10.18 Objections have been received regarding the proposed overdevelopment of the site in terms of the density of the development. A reduction to the on site car parking is proposed on the site to accommodate the plant and cycle stores however it is considered that the proposal would still allow for on site car parking and a satisfactory level of external space is retained. The existing building is not being extended to provide any additional floorspace. The plant to the roof, whilst increasing the mass of the building, is not considered in this instance to be overdevelopment the site.
- 10.19 With respect to inclusive design, the proposal would involve the building being used to treat people with disabilities as well as the less mobile and elderly. A disabled parking space is proposed to the rear and level access is proposed to the building. Whilst only an indicative layout has been provided, the design and access statement sets out that changing and accessible WC would be provided with sufficient corridor widths. Whilst the layout does not show details these would be required by Building Control Regulations.
- 10.20 Overall, the proposed development is a high-quality design that would contribute positively to its surroundings. The proposal is compliant with Cambridge Local Plan (2018) policies 55, 56,58 and 64 and the NPPF.

10.21 Heritage Assets

- 10.22 The application falls with the Mill Road Conservation Area.
- 10.23 Section 72 provides that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area.
- 10.24 Para. 199 of the NPPF set out that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, and the more important the asset, the greater the weight should be. Any harm to, or loss of, the significant of a heritage asset should require clear and convincing justification.
- 10.25 Policy 61 of the Cambridge Local Plan (2018) requires development to preserve or enhance the significance of heritage assets, their setting and the wider townscape, including views into, within and out of the conservation area.
- 10.26 The replacement roof is no longer being raised in height and the proportions of the existing façade will remain. The plant, to the roof of the building, has a lower section set back from the parapet with a smaller tall section in the centre of the roof. Whilst the plant will be visible from Sedgwick Street, it is considered that the views from Mill Road would be minimal. The proposal would be set lower than the ridge height of Nos. 163 and 169 Mill Road which have pitched roofs. The proposed materials for the screen have been altered to RAL9002 (Grey White) which would remove the Conservation Officers objection. Given the set back and the retention of the existing roof height it is considered that amendments have reduced the visual impact of the development of the character of the Conservation Area.
- 10.27 To the rear of the building, the amendment has ensured that the existing window pattern is to be mainly retained. In addition, the larger openings have been reduced. Following additional information regarding the colour of the brick work (Aroma) the Conservation Officer is satisfied that the visual impact of the proposal would not harm the character or appearance of the Conservation Area overall would preserve the character of the conservation area.
- 10.28 It is considered that the proposal, by virtue of its scale, massing and design, would not harm the character and appearance of the Conservation Area or the setting of listed buildings. The proposal would not give rise to any harmful impact on the identified heritage assets and is compliant with the provisions of the Planning (LBCA) Act 1990, the NPPF and Local Plan policy 61.

10.29 Carbon Reduction and Sustainable Design

- 10.30 The Council's Sustainable Design and Construction SPD (2020) sets out a framework for proposals to demonstrate they have been designed to minimise their carbon footprint, energy and water consumption and to ensure they are capable of responding to climate change.
- 10.31 Policy 28 states development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals, including issues such as climate change adaptation, carbon reduction and water management. The same policy requires new residential developments to achieve as a minimum water efficiency to 110 litres pp per day and a 44% on site reduction of regulated carbon emissions and for non-residential buildings to achieve full credits for Wat 01 of the BREEAM standard for water efficiency and the minimum requirement associated with BREEAM excellent for carbon emissions.
- 10.32 The application is supported by a Sustainability Report which sets out that the building is proposing the following:
- Improvements to the energy efficiency and carbon performance of the building, following the energy hierarchy. Air source heat pumps are proposed for heating;
 - Inclusion of low flow fixtures and fittings to all new toilets;
 - Provision of electric vehicle charge points to the car park; and
 - Provision of a Green Roof on the cycle store.
- 10.33 The Council's Sustainability Officer has assessed the report submitted and the proposal does not trigger the requirements related to construction standards as set out in Policy 28 of the Cambridge Local Plan.
- 10.34 The application has been subject to formal consultation with the Council's Sustainability Officer who raises no objection as the proposal does not trigger the requirements related to construction standards as set out in Policy 28 of the Local Plan.
- 10.35 The applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance is compliant with Local Plan policies 28 and 29 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

10.36 Biodiversity

- 10.37 The Environment Act 2021 and the Councils' Biodiversity SPD (2022) requires development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach is embedded within the strategic objectives of the Local Plan and policy 70. Policy 70 states that proposals that harm or disturb populations and habitats should secure achievable mitigation and / or

compensatory measures resulting in either no net loss or a net gain of priority habitat and local populations of priority species.

- 10.38 As the proposal is for the refurbishment of an existing building a biodiversity enhancement is not required to be achieved.
- 10.39 Taking the above into account, the proposal is compliant with Policies 69 and 70 of the Cambridge Local Plan (2018).

10.40 Water Management and Flood Risk

- 10.41 Policies 31 and 32 of the Local Plan require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk. Paragraphs 165 - 174 of the NPPF are relevant.
- 10.42 The Council's Sustainable Drainage Engineer has advised that the proposal is acceptable subject to a surface and foul water condition. As part of the amendment the applicant provided an existing and proposed surface and foul water drainage plans. Given that the proposal is intending on utilising the existing foul and surface water drains, Officers consider that the applicants have suitably addressed the issues of water management, and subject to a compliance condition the proposal is in accordance with Local Plan policies 31 and 32 and NPPF advice.

10.43 Highway Safety and Transport Impacts

- 10.44 Policy 80 supports developments where access via walking, cycling and public transport are prioritised and is accessible for all. Policy 81 states that developments will only be permitted where they do not have an unacceptable transport impact.
- 10.45 Paragraph 115 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 10.46 Local residents have expressed concerns regarding the impact of the intensification of vehicular movements and potential drop-off points. The car park is to be retained and the access would be as existing, off Sedgwick Street, which is a two way street up until the access of the car park. The car park is proposing a barrier, with intercom system, which would allow cars to wait off the public highway.
- 10.47 The application has been subject to formal consultation with the Local Highways Authority, who raise no objection.
- 10.48 Subject to conditions, the proposal accords with the objectives of Policies 80 and 81 of the Local Plan and is compliant with NPPF advice.

10.49 Cycle and Car Parking Provision

10.50 Cycle Parking

10.51 The Cambridge Local Plan (2018) supports development which encourages and prioritises sustainable transport, such as walking, cycling and public transport. Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with the cycle parking standards as set out within appendix L. To support the encourage sustainable transport, the provision for cargo and electric bikes should be provided on a proportionate basis.

10.52 The application proposes 10 covered, secure cycle spaces accessed from the car park and 10 cycle spaces (5 Sheffield stands) to the front of the unit on Mill Road. Clinics and Surgeries, outside of a controlled parking zone, are required to provide 2 spaces for every 5 members of staff, plus 2 short stay spaces per consulting room. Offices and General industry are required to provide 2 spaces for every 5 members of staff/1 space per 3 members of staff or 1 per 30 sq metres 1 space per 30sq m Gross Floor Area and visitor parking on merit. Given the size of the proposed use at the site the provision of staff and visitor cycle parking is considered in accordance with the policy. A condition would be added to any permission granted to ensure that the cycle parking is installed prior to occupation of the building.

10.53 Car parking

10.54 Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with, and not exceed, the maximum car parking standards as set out within appendix L. Outside of controlled parking zone a Clinic should provide up to 1 space for every professional member of staff plus up to 2 spaces per consulting room. For offices up to 1 space per 40sq metres of Gross Floor Area, including a disabled car parking space. The proposal provides 6 car parking spaces and 1 disabled space.

10.55 The proposed provision of car parking spaces is below the maximum standards, however, the application is not increasing the floorspace and the spaces are limited to the existing rear amenity space. Appendix L sets out that the appropriate number will vary with the size, nature and location of the development and the accessibility of the local area. The site is located in a highly accessible district centre with easy access to bus services and the train station. Given the siting, Officers consider that the proposed development would have no adverse parking or transport impacts an appropriate level of car parking has been provided in this instance.

10.56 The Greater Cambridge Sustainable Design and Construction SPD outlines the standards for EV charging at one slow charge point per 1,000m² of floor space for fast charging points; 1 per 2 spaces for slow charging points and passive provision for the remaining spaces to provide

capability for increasing provision in the future. The proposed sustainability report sets out the provision of EV Charging points in accordance with the SPD.

10.57 Subject to condition, the proposal is considered to accord with policy 82 of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD.

10.58 Amenity

10.59 Policy 35 and 58 seek to preserve the amenity of neighbouring and / or future occupiers in terms of noise and disturbance, overshadowing, overlooking or overbearing and through providing high quality internal and external spaces.

10.60 Neighbouring Properties

10.61 To the north of the site, bordering the car park, are residential properties of nos.2a, b, and c Sedgwick Street (Use Class C3) with a blank gable wall; to the east, No. 169 is comprised of an estate agent (Use Class E) on the ground floor and a residential property at the first floor; and to the west is a Laundrette (Use Class Sui Generis) and a residential flat at first floor.

10.62 The amendment to the application has removed the increase in the parapet roof height. The roof is to be maintained at the current level. The proposal includes the addition of plant on the roof. The plant would be sited between the roofs of the adjacent buildings. Due to the siting of the plant, it is not considered to give rise to any harm in regards to overlooking, loss of light or overbearing impacts.

10.63 The windows on the first floor of the building are remaining and it is not considered that the proposal would lead to any increase in overlooking impacts.

10.64 Construction and Environmental Impacts

10.65 Policy 35 guards against developments leading to significant adverse impacts on health and quality of life from noise and disturbance. Noise and disturbance during construction would be minimized through conditions restricting construction hours and collection hours to protect the amenity of future occupiers. These conditions are considered reasonable and necessary to impose.

10.66 Officers note that a significant number of comments have been received regarding the noise impact of the proposed plant in a residential neighbourhood.

10.67 The Council's Environmental Health team have assessed the application and reviewed the revised acoustic assessment (163-167 Mill Road Cambridge Noise Impact Assessment, Version 2, Ref 2330248 (CPW,

24/10/2023). A revised site plan has also been provided showing that the generator has been removed.

- 10.68 Objections have been raised in relation to the potential impact that the closure of Mill Road Bridge, potentially reducing traffic movements along Mill Road, could have on the noise levels accounted for within the Noise Impact Assessment. Officers note the comments, however, there is currently no date for the closure of the Mill Road Bridge. The data collection for the Noise Impact Assessment can only assess the data at the time of collection, as set out within the report.
- 10.69 The assessment sets out the noise levels from the proposed items of plant to the site boundaries. The cumulative noise levels from all plant have been forecast at the site boundaries and are shown to be below the existing background noise levels by day and by night which has been evidenced in Figures 5.3 – 5.8 of the assessment. In addition, details of the noise mitigation /attenuation required have been included within the assessment.
- 10.70 In conclusion, the Environmental Health Officers are satisfied that the details within the updated acoustic assessment have addressed the previous concerns and they are in position to support the application, and that neighbouring occupants would not be subject to adverse levels of noise from the proposed plant serving the development. A condition is recommended to ensure compliance with these measures accordingly and ensures the proposal accords with Policy 35 of the Local Plan.
- 10.71 A collection and deliveries condition has been recommended during the operational phase of the development. Officers consider that this condition is necessary to protect the amenity properties in accordance with Policy 35 of the Cambridge Local Plan 2018.
- 10.72 To ensure that any external lighting does not impact adjacent neighbours it is recommended that a condition is attached to details are provided prior to occupation of the building to accord with Policy 34 of the Cambridge Local Plan 2018
- 10.73 Summary
- 10.74 The proposal adequately respects the amenity of its neighbours and of future occupants and is considered that it is compliant with Cambridge Local Plan (2018) policies 34, 35 and 58, subject to conditions.
- 10.75 Third Party Representations**
- 10.76 The remaining third-party representations not addressed in the preceding paragraphs are summarised and responded to in the table below:

Third Party Comment	Officer Response
Principle of Development/Use of building	As set out within the assessment, the change of use of the building is acceptable in this location given that the building use would fall under the existing Use Class (Class E).
Green Roof	The application is not proposing an extension to the existing building and is repairing the existing roof. The Local Plan does not require existing roofs to be altered to a Green Roof.
MRI Scanners in Residential Areas	The agent has provided examples of MRI scanners close to residential areas. The installation of the scanner will be to the manufactures and government guidance. Planning Permission to change the equipment (Nuclear MRI scanner) would not be required as the use of the building falls under Use Class E. Any instalment would be in accordance with national guidance.
Consultation	Officers note comments regarding the consultation of the application. The consultation was carried out in accordance with the Development Management Procedure Order 2015 and the Local Planning Authorities Statement of Community Involvement 2023. As the application falls within a Conservation Area the application was also subject to a site notice and press notice.
Building control	Concerns have been raised regarding the building works. A planning permission does not override the requirement for Building Regulations to be obtained which help ensure works are safe, structurally sound, water and fire protected.
Building work starting prior to planning permission	As the application is not relating to a change of use internal alterations to the building can take place prior to Planning Permission being granted. In addition, alterations and repairs to a building, such as replacement windows and roof repairs, can be carried out without Planning Permission.
Construction	Disruption during the construction process would be controlled and managed by way of the Traffic Management Plan recommended by the Local Highway Authority and the construction/demolition conditions recommended by Environmental Health. Whilst it is a residential area it is not considered unreasonable for construction

	work to be carried out on a Saturday in accordance with the conditions.
Delivery Conditions	The application would override conditions attached to the previous application in regard to deliveries.
Ownership	Some details of the proposed ownership is within the Design and Access Statement. The future ownership of the application is not required to be provided as part of the application.
Impact on telecommunications	The proposal would be installed in accordance with the guidance provided. It is not considered that the proposal would impact telecommunications.

10.77 Other Matters

10.78 Bins

10.79 Policy 58 requires refuse and recycling to be successfully integrated into proposals.

10.80 Bin storage provision is to be provided within the rear amenity area of the site, adjacent to the proposed cycle store. The proposals show that bins are capable of being dragged out to the public highway for collection and work functionally but a condition has been recommended to ensure this.

10.81 The proposal would be in accordance within the RECAP waste guidelines and would be compliant with the Cambridge Local Plan 2018 policy 58 subject to condition.

10.82 Planning Balance

10.83 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).

10.84 Summary of harm

10.85 To support the MRI scanning facility a significant amount of plant is required to be installed to ensure the safe running of the equipment, altering the roofscape of the streetscene within the Conservation Area and introducing plant within a residential area.

10.86 Summary of benefits

10.87 The use of the building would provide a medical facility for use by the wider facility with links to the Addenbrookes Hospital which would add to

the range and availability of medical facilities. This type of use is supported in District Centres by Local Plan (2018) Policy 75.

- 10.88 The proposal has been amended to address concerns initially raised regarding the impact on the heritage asset of the Conservation Area. The proposed development is considered to preserve the character and appearance of the Conservation Area.
- 10.89 Through noise assessment reports, it has been demonstrated that the introduction of the proposed plant would not harm the amenity of any nearby occupiers subject to a condition.
- 10.90 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the statutory requirements of section 72(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval subject to conditions.

11.0 Recommendation

11.1 Approve subject to:

-The planning conditions as set out below with minor amendments to the conditions as drafted delegated to officers.

- 11.2 In the event that the application is refused, and an Appeal is lodged against the decision to refuse this application, delegated authority is sought to allow officers to negotiate and complete the Planning Obligation required in connection with this development

12.0 Planning Conditions

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

Reason: In accordance with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

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

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

- 3 No demolition or construction works shall commence on site until a traffic management plan (TMP) has been submitted to and agreed in writing

with the Planning Authority. The principal 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.

Reason: in the interests of highway safety in accordance with Policy 81 of the Local Plan 2018

- 4 No external lighting shall be provided or installed until an artificial lighting impact assessment and mitigation scheme as required has been submitted to and approved in writing by the local planning authority. The assessment shall include the following:

- (i) the method of lighting (including luminaire type / profiles, mounting location / height, aiming angles / orientation, angle of glare, operational controls, horizontal / vertical isolux contour light levels and calculated glare levels to both on and off site receptors)
- (ii) the extent/levels of illumination over the site and on adjacent land and predicted lighting levels at the nearest light sensitive receptors

All artificial lighting must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the 'Institute of Lighting Professionals - Guidance Notices for the Reduction of Obtrusive Light - GN01/20 (or as superseded)'.

The scheme shall be carried out as approved and shall be retained as such.

Reason: To minimise the effects of light pollution on the surrounding area (Cambridge Local Plan 2018 policy 34: artificial light / light nuisance)

- 5 No non-masonry walling systems, cladding panels or other external screens shall be erected until details including structural members, infill panels, edge, junction and coping details, colours, surface finishes/textures and relationships to glazing and roofing have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To avoid harm to the Conservation Area. (Cambridge Local Plan 2018, policy 61).

- 6 No construction or demolition work shall be carried out and no plant or power operated machinery 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, unless otherwise previously agreed in writing with the Local Planning Authority.

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

- 7 The plant / equipment as approved shall be installed and operated in accordance with the principles, design and specifications (including operational noise levels, attenuation / mitigation and the results of the BS4142-type assessment) contained within the submitted document "163-167 Mill Road, Cambridge; "Noise Impact Assessment", Version 2, Ref 230248 (CPW, 24/10/2023)".

The plant / equipment and the mitigation as approved shall be maintained and retained thereafter.

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

- 8 Demolition or construction vehicles over 7.5t shall only service the site between the hours of 09.30hrs -15.30hrs, seven days a week.

Reason: in the interests of highway safety in accordance with Policy 81 of the Cambridge Local Plan 2018

- 9 All service collections / dispatches from and deliveries to the approved development including refuse / recycling collections during the operational phase shall only be permitted between the following hours:

Monday - Friday: 07:00hrs - 22:00hrs

Saturdays: 08:00hrs - 20:00hrs

Sundays and Bank Holidays: 09:00hrs - 19:00hrs

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

- 10 The proposed development shall be constructed and maintained in accordance with the submitted within the Design and Access Statement Appendix D: Proposed Drainage Layout, Drawing No. 230313-CON-XX-00-DR-C-1000 rev C02 by Conisbee Utilities Underground Survey and Drawing No. RS-2238 phase No. 1, rev 0 by Rigour Survey.

Reason: To reduce the risk of flooding to the proposed development and future occupants Cambridge Local Plan (2018) Policy 31 and 32.

- 11 The bin and bike stores and visitor cycle parking associated with the proposed development shall be provided prior to first occupation in accordance with the approved plans and shall be retained thereafter.

Reason: To ensure appropriate provision for the secure storage of bicycles and refuse, to encourage biodiversity and slow surface water run-off (Cambridge Local Plan 2018 policies 58 and 82).