



Planning Committee Date	8 January 2025
Report to	Cambridge City Council Planning Committee
Lead Officer	Joint Director of Planning and Economic Development
Reference	24/03448/FUL
Site	Units B And C, Beadle Industrial Estate, Ditton Walk
Ward / Parish	Abbey
Proposal	Change of use from flexible commercial use as Vehicle Auto Centre/MOT Station (Class Sui Generis), to indoor climbing centre (Class E(d)), and associated alterations to provide parking and waste facilities.
Applicant	Rainbow Rocket Limited
Presenting Officer	Melissa Reynolds
Reason Reported to Committee	Third party representations
Member Site Visit Date	N/A
Key Issues	<ol style="list-style-type: none">1. Loss of protected industrial area2. Amenity3. Car parking
Recommendation	REFUSE

1.0 Executive Summary

- 1.1 The application seeks full planning permission for the change of use of a unit that was last used as an MOT / car a servicing centre. The use applied for is as climbing centre, which falls within the Class E(d) use class. No associated development is proposed.
- 1.2 Officers recommend that the Planning Committee refuse the application, which is contrary to Policy 41: Protection of business space. The site is in a Protected Industrial Area and there has been insufficient evidence that the property has been marketed to ensure its retention for industrial type uses.

2.0 Site Description and Context

None-relevant		Tree Preservation Order	
Conservation Area		Local Nature Reserve	
Listed Building		Flood Zone 1, 2, 3	1
Building of Local Interest		Green Belt	
Historic Park and Garden		Protected Open Space	
Scheduled Ancient Monument		Controlled Parking Zone	
Local Neighbourhood and District Centre		Article 4 Direction	
Railway Buffer Consultation Zone: Asset Protection Team, Network Rail	X	Protected Industrial Area: Ditton Walk (North) - Beadle	X
Lord's Bridge	X	Cambridge Airport Safeguarding Zones (15m)	X

*X indicates relevance

- 2.1 The site, measuring approximately 0.57 hectares, comprises two commercial units. These are metal clad with gable roofs in two sections over each unit. The units are approximately 6m to the eaves and 8.3 m to the ridges. The units are combined to make one large unit, with a small mezzanine at first floor providing additional office space. two floors.
- 2.2 Entrance to the building is via unit C, off Beadle Trading Estate. Further access is available from a door and large roller shutter in the northeastern elevation. These open onto an area of hard paving for serving and car parking. This area is enclosed by 1.8m, high metal railings and gates. The side wall of Unit A forms the southwestern boundary. Within this service yard are 12 car parking spaces. A further 12 car parking spaces are available within the site, alongside the access road through the estate.
- 2.3 The site is on the northern side of Beadle Trading Estate. The estate comprises a mix of metal clad, commercial units and a former Maltings

building. The Old Maltings building at No.135 Ditton Walk is a Building of Local Interest.

- 2.4 North of the site is Ditton Meadows, a Protected Open Space, City Wildlife Site, and Cambridge Green Belt. The Chisholm Trail, a shared pedestrian and cycleway, runs parallel to the northern boundary within the meadow and is separated from the site by a narrow tree belt.
- 2.5 Northeast of the site is a depot.
- 2.6 Opposite the site, to the south, is the former maltings. This is now in use for commercial purposes including as a self-storage site. A further run of commercial units lies southwest of the site.
- 2.7 Beadle Trading Estate is accessed via Ditton Walk. Ditton Walk predominantly comprises residential dwellings. The closest dwellings to the site are nos. 123-133, which have their back gardens onto the Beadle Trading Estate and have a line-of-sight to the application site.
- 2.8 Beadle Trading Estate is designated as a 'Protected Industrial Area' in the Cambridge Local Plan 2018.

3.0 The Proposal

- 3.1 Change of use from flexible commercial use as Vehicle Auto Centre/MOT Station (Class Sui Generis), to indoor climbing centre (Class E(d)), and associated alterations to provide parking and waste facilities.
- 3.2 The application seeks full planning permission for the change of use of the units from sui generis use to Class E(d) to enable its use as an indoor climbing centre. No external alterations are sought.
- 3.3 Within the service yard it is proposed to provide new cycle racks for a minimum of 100 cycles and bin storage.
- 3.4 The submitted plans show an indicative signage design. This falls outside the proposal as it is an advertisement. Separate consent will be needed necessary.
- 3.5 A Transport Statement and a request to vary the hours of operation applied for have been received.

4.0 Relevant Site History

Reference	Description	Outcome
16/0388/FUL	Change of use from B8 use to flexible use B1c/B2/B8 use in the alternative. Use as Vehicle Auto Centre/MOT Station and associated	Permitted

external rearrangements to provide 6 new parking bays.

06/0496/CL2PD	Application for a Certificate of Lawfulness (S192) for proposed use for motor vehicle repair and servicing and storage of new and used vehicles.	Certificate not granted
C/00/0913	Change of use from light industrial use (Class B1) to storage and distribution use (Class B8)	Permitted
C/00/1203	Change of use from light industrial use (Class B1) to fibre optic relay station (sui Generis) (Class B8)	Permitted

- 4.1 In 2006 a certificate of lawfulness of proposed use was not granted. This was on grounds that the proposal was not a permitted change of use and full planning permission was required.
- 4.2 In 2000, two applications for change of use were permitted. These allowed use of the units for either storage and distribution use (Class B8) or fibre optic cable relay station (sui generis).
- 4.3 In 2016 planning permission was granted for units B and C to change from B8 (storage or distribution) to a flexible use of B1c (business), B2 (general industrial) and B8 (storage or distribution). This application also permitted six new car parking bays. Permission was granted subject to conditions that included, amongst others, restrictions on the use permitted, delivery and working hours. This permission was implemented.

5.0 Policy

National

National Planning Policy Framework 2024

National Planning Practice Guidance

National Design Guide 2021

Environment Act 2021

Conservation of Habitats and Species Regulations 2017

Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design

ODPM Circular 06/2005 – Protected Species

Circular 11/95 (Conditions, Annex A)

5.1 Cambridge Local Plan 2018

Policy 1: The presumption in favour of sustainable development

Policy 2: Spatial strategy for the location of employment development

Policy 4: The Cambridge Green Belt

Policy 5: Sustainable transport and infrastructure

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 32: Flood risk

Policy 33: Contaminated land

Policy 34: Light pollution control

Policy 35: Human health and quality of life

Policy 36: Air quality, odour and dust

Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding

Policy 39: Mullard Radio Astronomy Observatory, Lord's Bridge

Policy 41: Protection of business space

Policy 55: Responding to context

Policy 56: Creating successful places

Policy 61: Conservation and enhancement of historic environment

Policy 62: Local heritage assets

Policy 69: Protection of sites of biodiversity and geodiversity importance

Policy 70: Protection of priority species and habitats

Policy 73: Community, sports and leisure facilities

Policy 80: Supporting sustainable access to development

Policy 81: Mitigating the transport impact of development

Policy 82: Parking management

Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

5.2 Neighbourhood Plan

N/A

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

6.0 Consultations

6.1 East West Rail Company Ltd. – No Objection

6.2 Under the Safeguarding Directions that came into force on 14th November 2024, East West Rail Co., as the organisation responsible for delivering

East West Rail (EWR), a project of national significance aiming to deliver new and enhanced rail infrastructure to provide frequent, fast, and reliable rail links for communities between Oxford, Milton Keynes, Bedford, and Cambridge, was consulted.

6.3 The application site falls within the safeguarded area and is covered by the Safeguarding Directions. EWR Co has reviewed the application and concluded that it will not prejudice the delivery of the railway.

6.4 County Highways Development Management – No Objection

6.5 No significant adverse effect upon the Public Highway should result from this proposal should it gain benefit of Planning Permission.

6.6 Following the submission of a Transport Statement the LHA has confirmed that its comments remain unchanged.

6.7 Access Officer – No Objection

6.8 The proposal requires a Blue Badge parking space; wheelchair accessible toilet; changing room to meet Sport England access guidance; a lift to upper rooms; and provision of equipment suitable for disabled climbers.

6.9 Conservation Officer – No Objection

6.10 The proposal would not give rise to any harm to any heritage assets.

6.11 Environmental Health – No Objection

6.12 Conditions are recommended relating to opening hours, and external windows and doors to ensure that when amplified music is played, these are kept closed.

6.13 Following a request to revise the hours of operation, Environmental Health has confirmed the hours of 7am to 11pm on weekdays and 7am to 9pm on weekends would be acceptable.

7.0 Third Party Representations

7.1 28 representations have been received.

7.2 No representations in objection have been received.

7.3 Those in support have raised cited the following reasons:

- Physical activity and health benefits (active lifestyles)
- Inclusive and accessible

- There is need for the additional capacity in Cambridge – existing centre is often full
- Sports people learning and training for competitions in climbing
- Convenient location
- Easy to travel to by foot, bike and public transport
- Safer to get to by active modes
- Well-connected e.g. Chisholm Trail, Cambridge North Station
- Few travel to the existing site by car
- The car park at the existing facility is often mostly empty
- Needs lots of bike racks
- Extra parking is required for people who travel into Cambridge
- Easily accessible by people from outside Cambridge
- Potential for carpooling
- Moving to a new location will benefit other local businesses with increased footfall
- Despite high footfall there is little disruption to the local surrounding residents and businesses
- Positive impact socially for young people and elders alike
- Enhances sporting opportunities
- Contributes to the city's cultural and social vibrancy
- The site will be managed to ensure parking issues for other occupiers of the estate are not caused.
- Will build the sense of community in Cambridge
- It will remove the need to travel further afield for roped climbing
- Balance provision of jobs with leisure for which there are limited opportunities in Cambridge
- It would create 20 or more jobs, offsetting the loss of industrial employment
- Cambridge requires more community and sports facilities
- The existing site is often overcrowded – they have a one-in-one-out policy then, which can deter people from attending - demand has outgrown capacity
- Reuse of a build that may otherwise be dormant
- Industrial buildings are most suitable / viable for locations climbing.

7.4 In addition, a petition in support of the proposal has been submitted. This has been signed by 182 individuals.

8.0 Member Representations

8.1 Cllr Elliot Tong, Abbey Ward, has made a representation supporting the application on the following grounds:

- It would provide fantastic amenity value for residents, giving local children in a particularly deprived area access to sports provisions that would otherwise be inaccessible.
- Many people living in Abbey are disappointed by the recommendation made by officers, as this application has widespread support locally.

- Although this site is intended for industrial use, a new indoor climbing facility would provide many job opportunities, especially for young people who engage with the sport.
- It would draw people from outside of Abbey into the area, giving local businesses, many of which are struggling, the support that they desperately need.

8.2 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.

9.0 Assessment

9.1 Principle of Development

9.2 Loss of protected business space

9.3 Policy 41: Protection of business space of the Cambridge Local Plan (2018) seeks to ensure that loss of floorspace or land in use Class B or sui generis research institutes is not permitted and lists two exceptions.

- Where it would facilitate the redevelopment and continuation of employment uses (within B1(c), B2 or B8 use class) and will modernise buildings that are out of date and do not meet business needs; or
- The site has been realistically marketed for 12 or more months for employment uses (within B1(c), B2 or B8 use class), including 'the potential modernisation for employment uses (in use class B1(c), B2 or B8) and no future occupiers have been found, in which case other employment uses will be considered. If other employment uses do not prove possible, then other uses will be considered, subject to their compatibility with surrounding uses'.

The policy goes on to explain that: '*employment use' refers to the B use classes and sui generis research institutes. It does not refer to other uses that generate employment (such as, for example, retail, schools, and care institutions)*'.

9.4 The proposal seeks the change of use of a building in an area designated in the Cambridge Local Plan (2018) as a 'Protected Industrial Site'. Following revisions to The Use Classes Order in 2015, the current use of the site as a Vehicle Auto Centre/MOT Station falls within Use Class B2 (General Industrial) / sui generis use.

9.5 Appendix K, para. K.8 of the Cambridge Local Plan sets out the marketing strategy requirements for all facilities and sites. The applicant acknowledges that there has not been a 12-month marketing period. In a letter dated 2 December 2024, the agent, on behalf of the applicant, explained: "it is notable that the marketing that has taken place has not revealed there to be demand for the space from prospective occupiers

operating in the uses that fall/fell within classes B1 (c), B2 and B8.” This marketing, by a local agent, has been summarised by the letting agent via email to the applicant:

“We were instructed to market the unit B/C Beadle on the 6th March 2024. We went out to interested parties for best final proposals to be returned on 2nd July 2024. (Two climbing wall companies, including Rainbow Rocket). Heads of terms and lawyers [were] instructed on the lease drafting on 1st August 2024.

The majority of interest in the building came from the leisure sector including the Padel Courts, Racket Clubs and Climbing Wall operators.

For those businesses of a more traditional industrial nature reasons for not progressing their interest from a property perspective were as follows;

- *Lack of yard space*
- *Lack of trade footfall / prominence*
- *Age and look of the building wasn’t appropriate for their business aspirations*

Furthermore, many traditional industrial requirements within the size bracket that came out in H1 2024 and that were in the market beforehand were put on hold due to wider economic market conditions, holding decision making due to general election, government budget announcement etc.”

This was accompanied by a marketing brochure which detailed the space as being an available to let warehouse.

9.6 This does not meet the standards for marketing, set out in Appendix K at para. K.8. Below is a summary of the requirements:

a. details shall be provided of the company/person who carried out the marketing exercise;	Done
b. the marketing process should last for at least 12 months, unless a focused marketing strategy has been pre-agreed in writing with the local planning authority, in which case only six months is required;	No
c. the facility/site should be marketed for the existing or most recent use and not under a generic ‘all options’ use;	No - refers to warehouse
1. a ‘for sale/for rent’ signboard; 2. advertisements in the local press; 3. advertisements in appropriate trade/charity/leisure magazines/journals; 4. advertisements on appropriate trade/charity/leisure websites;	Not provided

5. advertisements through national and local estate agents (including their websites); and 6. a targeted mail shot or email to an agreed list of potential purchasers.	
Evidence of all sales literature (and in the case of a signboard, dated photographs) will be required.	Not provided
e. copies of all details of approaches and offers should be provided together with full reasons as to why any offer has not been accepted;	Not provided
f. any attempts to sell the business at a price which reflects its current use should relate to the business in its entirety, and not to parts of it, for example the buildings without the associated garden or car park.	Not provided

- 9.7 At the time of writing, the Planning Policy Team is awaiting the conclusions of a study into the need for industrial / non-R&D employment uses in the district/s. Early insights indicate that it will show a substantial unmet need for industrial floorspace. Given the protected status of the site, the loss of industrial floorspace to leisure use conflicts with Policies 2 and 41 of the Cambridge Local Plan 2018.
- 9.8 The principle of the change of use is not acceptable and is not in accordance with Policies 2 and 41 of the Cambridge Local Plan 2018.
- 9.9 Provision of a new sports and leisure facility
- 9.10 Policy 73 of the Cambridge Local Plan 2018 encourages the provision of new facilities for the community, sports and leisure. It stipulates that these will be permitted where:
- a. the range, quality and accessibility of facilities are improved;
 - b. there is a local need for the facilities; and
 - c. the facility is in close proximity to the people it serves.
- 9.11 In the supporting text to Policy 73, the important role sports and leisure facilities can play in 'stimulating and supporting social cohesion and interaction' is recognised. New facilities will be supported where need has been demonstrated through a local needs assessment'. It goes on to note that 'these facilities also help attract people to the city as a place to work, study and live'.
- 9.12 New and replacement city-wide facilities will need to demonstrate the need within the catchment and that this will not adversely affect the city centre.
- 9.13 The application has received much support from the climbing community. The feedback provides anecdotal evidence of the need for a larger facility in Cambridge. Representations highlight the benefits those engaged in the sport have experienced in social and health terms. It is reasonable to accept that the nature of the sport necessitates a larger building than might otherwise be available to the applicant within the city confines.

9.14 No local need assessment has been submitted. It is officers' view, however, that it would be difficult to state that the objectives of Policy 73 are harmed by the proposal, given its relatively modest scale and largely local user profile. The proposal is not sufficiently harmful to the objectives of Policy 73 of the Cambridge Local Plan (2018) to warrant a planning reason for refusal.

9.15 Design, Layout, Scale and Landscaping

9.16 Policies 55 and 56 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 and includes appropriate landscaping and boundary treatment.

9.17 No external alterations are proposed.

9.18 The proposal is compliant with Cambridge Local Plan (2018) policies 55 and 56, and the NPPF.

9.19 Heritage Assets

9.20 The application site lies adjacent to Riverside Conservation Area, which is to the north. The site is within the setting of The Old Maltings, a Building of Local Interest to the south of the site.

9.21 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that a local authority shall have regard to the desirability of preserving features of special architectural or historic interest, and in particular, Listed Buildings. Section 72 provides that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area.

9.22 Para. 212 of the NPPF sets 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 significance of a heritage asset should require clear and convincing justification.

9.23 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. Policy 62 seeks the retention of local heritage assets and where permission is required, proposals will be permitted where they retain the significance, appearance, character or setting of a local heritage asset.

9.24 Para. 216 of the NPPF states that 'The effect of an application on the significance of a non-designated heritage asset should be taken into

account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

9.25 The Conservation Officer has advised that the proposal would not give rise to any harm to heritage assets.

9.26 It is considered that the proposal, by virtue of it being a change of use for which no development is required, would not harm the character and appearance of the Riverside Conservation Area or the setting of The Old Maltings, a Building of Local Interest. The proposal would not give rise to any harmful impact on the identified heritage assets and is compliant with the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990, the NPPF and Local Plan policies 60 and 61.

9.27 Carbon Reduction and Sustainable Design

9.28 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.

9.29 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 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.

9.30 Policy 29 supports proposals which involve the provision of renewable and / or low carbon generation provided adverse impacts on the environment have been minimised as far as possible.

9.31 The application is for a change of use of an existing building.

9.32 The proposal is not required to comply with Local Plan policies 28 and 29 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

9.33 Biodiversity

9.34 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.

9.35 In accordance with policy and circular 06/2005 'Biodiversity and Geological Conservation', the application is exempt from meeting statutory BNG requirements as the development falls below the *de minimis* threshold, meaning development which:

- (i) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and
- (ii) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).

9.36 Taking the above into account, the proposal is compliant with Policies 69 and 70 of the Cambridge Local Plan (2018). No planning conditions are required.

9.37 Water Management and Flood Risk

9.38 Policies 31 and 32 of the Local Plan require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk. Paras. 159 – 169 of the NPPF are relevant.

9.39 The site is in Flood Zone 1 and is therefore considered at low risk of flooding.

9.40 As the application seeks the change of use of an existing building, the issues of water management and flood risk are in accordance with Local Plan policies 31 and 32 and NPPF advice. No planning conditions are required.

9.41 Highway Safety and Transport Impacts

9.42 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.

9.43 Para. 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.

9.44 The application is supported by a Transport Statement.

9.45 The site is accessed via the industrial estate road off Ditton Fields. Access to the site would remain unaltered.

9.46 The application has been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority, which raises no objection to the proposal and no planning conditions are required.

9.47 The proposal accords with the objectives of policy 80 and 81 of the Local Plan and is compliant with NPPF advice.

9.48 Cycle and Car Parking Provision

9.49 Cycle Parking

9.50 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 which, for leisure uses, should be 2 spaces for every 5 members of staff; 1 short stay space for every 25 sq m net floor area and 1 for every 15 seats provided for spectators. These spaces should be located in a purpose-built area at the front of each building and be at least as convenient as car parking provision. To support the encourage sustainable transport, the provision for cargo and electric bikes should be provided on a proportionate basis.

9.51 The requirement for cycle parking to serve the use proposed equates to 68 cycle parking spaces. This can be secured by planning condition.

9.52 Car parking

9.53 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 the Controlled Parking Zone the maximum standard is 2 spaces for every 3 staff, plus 1 space for every 4 seats, including disabled car parking where a site is outside a controlled parking zone.

9.54 Noting that the applicant states that the facility would not include seating for spectating, the requirement for car parking to serve the use proposed equates to a minimum of 7 car parking spaces for staff. The site has 24 car parking spaces. Given the location is easily accessible by foot, cycle and public transport, this level of parking is considered sufficient. Two of these should be Blue Badge Holder spaces and located close to the main entrance to the building. This can be secured by planning condition.

9.55 The Greater Cambridge Sustainable Design and Construction SPD outlines the standards for EV charging at 'at least one rapid EV Charge Point for every 1,000m² non-residential floor space (as per Institute of Air Quality Management guidance) or one fast EV Charge Point for every 1,000m² non-residential floor space (if the installation of a rapid charge

point is technically impossible due to grid supply constraints evidence must be provided). This would be secured by planning condition.

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

9.57 Amenity

9.58 Policy 35 seeks to preserve the amenity of neighbouring occupiers in terms of noise and disturbance, overshadowing, overlooking or overbearing and through providing high quality internal and external spaces.

9.59 Neighbouring Properties

9.60 The nearest residential properties are approximately 90m away on Ditton Fields. Back gardens abut the Beadle Trading Estate's boundary.

9.61 The operational impacts of the use proposed are unlikely to be negative for the residential properties given the nature of the use for leisure purposes.

9.62 The Council's Environmental Quality and Growth Team has assessed the application and recommended that, subject to conditions limiting opening hours and having doors and windows closed when amplified music is being played, the proposed use would not have a harmful affect.

9.63 Summary

9.64 The proposal adequately respects the amenity of its neighbours and is considered that it is compliant with Cambridge Local Plan (2018) policy35.

9.65 Other Matters

9.66 Bins

9.67 Policy 57 requires refuse and recycling to be successfully integrated into proposals.

9.68 Waste collections / servicing will be carried out within the existing service yard. This arrangement is acceptable given the location and proximity the access road.

9.69 Access

9.70 The council's Access Officer has reviewed the proposals and made recommendations, which the applicant has viewed positively.

9.71 Planning Balance

9.72 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).

9.73 Summary of benefits

9.74 The proposed leisure use would support the social and economic aims of the Local Plan.

9.75 The use would provide a leisure facility and encourage people to lead healthy lifestyles, raising the quality of life for local residents.

9.76 Summary of harm

9.77 The proposal would result in the loss of industrial floorspace within a Protected Industrial Area under Policy 41.

9.78 The property has not been marketed as per the requirements of Policy 41, as set out in Appendix K of the Local Plan. Permitting a change of use when the property has not been adequately marketed would result in the loss of industrial floor space for other occupiers less suited to more sensitive settings within the city area. The policy has established a clear, unambiguous and ongoing need for this type of employment floorspace in the city. Its loss is highly unlikely to be replaced elsewhere in the city such that its loss is likely to result in the irreversible loss of industrial employment space. The Local Plan aims to prevent this type of incremental loss of this industrial floorspace, and given the current market has resulted in greater pressure. The principle of its loss is not supported.

9.79 Officers recognise the strength of support for a leisure facility, which is desirable and would promote the health and well-being of residents. It has not been demonstrated that the proposed use needs to be in this protected location.

9.80 As noted above, the harm resulting from the loss of protected industrial floorspace is great. This significant harm is not outweighed by the social benefits noted.

9.81 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the statutory requirements of section 66(1) and 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 refusal.

10.0 Recommendation

10.1 **Refuse** for the following reasons:

1. The proposed change of use from an MOT and car servicing centre (sui generis use) to a climbing centre falling with use class E(d) would result in the loss of a protected employment space within the Ditton Walk (North) – Beadle Industrial Estate Protected Industrial Site area. The application has not demonstrated that the property has been marketed appropriately. The proposal is contrary to the requirements of Policy 41 of the Cambridge Local Plan 2018 which seeks to protect against the loss of protected industrial sites due to the need to retain a more traditional industrial estate-type land due to the loss of sites across Cambridge to redevelopment resulting in a significant shortage of this type of space.

Background Papers:

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- Cambridge Local Plan 2018
- Cambridge Local Plan SPDs