



22/02066/CONDR – Owlstone Croft, Owlstone Road

Report to: Planning Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward/parish: Newnham

Proposal: Submission of details required by condition 14 (Traffic Management Plan) of planning permission 22/02066/FUL

Applicant: Queen's College

Presenting officer: Tom Gray

Reason presented to committee: Application raises special planning policy or other considerations

Member site visit date: N/A

Key issues: Whether the details are acceptable and in conformity with the reasons and policy requirements for this condition.

Recommendation: Approve

1.0 Executive Summary

- 1.1 The application seeks to discharge condition 8 of planning consent 22/02066/FUL attached by the Planning Inspector.

No demolition or construction works shall commence on site until a traffic management plan for that phase has been submitted to and agreed in writing by the Local Planning Authority. The principal areas of concern that should be addressed are:

- i) Movement and control of muck away vehicles (all loading and unloading should be undertaken where possible off the adopted public highway, Short Lane and the access road)*
 - ii) Contractor parking, with all such parking to be within the curtilage of the site where possible*
 - iii) Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway, Short Lane and the access road where possible.)*
 - iv) Control of dust, mud and debris, and the means to prevent mud or debris being deposited onto the adopted public highway, Short Lane and the access road.*
 - v) The requirements for a banksperson(s)*
- Details shall also include tracking/swept path analysis of the type of vehicles to be used during construction/demolition and how potential conflict with pedestrian and cyclists using Short Lane/access road can be avoided.*

The development shall be carried out in accordance with the approved details.

- 1.2 The reason for this condition is to mitigate any harms arising from demolition/construction traffic. The Planning Inspector states in Paragraph 45 of the Appeal Decision (see Appendix i) that whilst parts of the local highway network are narrow, there would be sufficient width to allow construction vehicles to access the site and that subject to the imposition of a condition to manage delivery routes, the timing of deliveries and the use of bankpersons, any harms can be mitigated during the construction period.
- 1.3 The previous discharge of condition application (22/02066/CONDK) was refused by the Council on several grounds. The revised submission has been subject to consultation with the Local Highways Authority and a review by an independent transport consultant on behalf of the Local Planning Authority. The submission has been further amended to address the concerns raised.
- 1.4 The revised submission is predicated on the use of a Temporary Traffic Road Order (TTRO), which imposes parking restrictions along the access road. This TTRO has been approved by the County Council's Street Works Team.

- 1.5 The number of vehicular movements and swept paths of the type of vehicles to be used during construction/demolition have been provided. These details demonstrate that the size of the vehicles proposed can access the site and the designated vehicle holding area under existing arrangements subject to the TTRO being in place and temporary removal of Owlstone Lodge's gates. Within both the application site and the designated vehicle holding area, the details submitted demonstrate that vehicles can manoeuvre, turn and exit in forward gear.
- 1.6 All deliveries will be pre-booked and allocated set arrival times via the delivery management system with contractors/suppliers notified of the waiting location and maximum dwelling time. If required, vehicles will use the designated vehicle holding area at Queen's College Sports Ground. Contractor parking will also be located at Queen's College Sports Ground, with employees provided a minibus shuttle service to the application site itself.
- 1.7 The installation of an on-site wheel washing facility will prevent mud or debris being deposited onto surrounding roads whilst street cleansing vehicles/equipment will be used on a regular basis to remove dirt/debris from adopted roads, Short Lane and the access road.
- 1.8 Two trained bankspersons will be deployed to facilitate the safe movement of all HGVs from the junction of Short Lane/Grantchester Street through to the application site and vice versa, and therefore conflict with pedestrians and cyclists can be avoided.
- 1.9 A gatesperson will be appointed to oversee all traffic management operations, and internal procedures outlined should contractors/suppliers not comply with the requirements. Contact details will be provided for all stakeholders and investigations/remedial actions carried out in a timely manner.
- 1.10 Following a thorough assessment by officers, the Local Highways Authority and the independent transport consultant, the submission is considered to satisfy the condition requirements imposed by the Planning Inspector.
- 1.11 Officers advise that if this condition is not discharged prior to the start of the 2025 summer school holidays then it is inevitable that demolition/construction will be delayed, and the construction period lengthened considerably. The delay would also put the Council at risk of appeal and potential appeal costs if the proposal were to be unreasonably refused.
- 1.12 Officers recommend that the Planning Committee approve without delay the details submitted and discharge condition 14 of planning permission 22/02066/FUL.

Consultee/Representation	Object / No objection / No comment	Paragraph reference
Cambridge City Council Biodiversity Manager	No objection	6.0
Local Highways Authority	No objection	6.0
South Newnham Neighbourhood Forum	Objection	6.0
Third Party Representations	95 in objection, 1 in support	7.0
Member Representations	3 in objection	8.0
Local Interest Groups and Organisations / Petition	Objection	9.0

Table 1 Consultee/Representation summary

2.0 Site Description and Context

Controlled Parking Zone	X	Adjacent to Tree Preservation Orders	X
Conservation Area	X	City/County Wildlife Site and Local Nature Reserve	X
Adjacent to Protected Open Space	X	Flood Zone 1, 2, 3	X
Building of Local Interest	X	Adjacent to Green Belt	X

- 2.1 Owlstone Croft is owned by Queens' College and the application site is situated within the Newnham Croft Conservation Area. The Porter's Lodge is identified as a Building of Local Interest (BLI), and Block A (Owlstone House) is listed as a positive building within the Newnham Croft Conservation Area Appraisal. Block A is the original Owlstone House which has seen a series of extensions built during the 20th Century. This building currently consists of 29 student rooms, a dining room, kitchen, common room, computer room, archive room and store.
- 2.2 The existing site comprises several other buildings. Block B (former nurses accommodation) is a four storey building and houses 68 student

rooms and WCs; Block D (nursery building) was originally built in the 1930s and was significantly altered in 2013 when it was converted to a nursery with 5 student rooms above; outbuildings behind the Lodge connect to Block D and are used as garaging and for storage; finally, cycle sheds and a refuse storage area are located on part of the site of former Block C (built in 1963 and demolished above slab level in 2001). Consent was granted in 2021 for two storage containers used as a temporary gym within this area. The remainder of the site comprises hardstanding, parking areas and a large lawned area.

- 2.3 The site is located immediately north and west of the Paradise Nature Reserve (a semi-wetland habitat), which is a Local Nature Reserve (LNR), Protected Open Space and County/City Wildlife Site. This area borders the river Cam on its eastern side. The application site is also adjacent to existing Green Belt land to the east.
- 2.4 The site is located to the east of residential properties' gardens along Owlstone Road and the south of playing fields of Newnham Croft Primary School (NCPS).
- 2.5 The vast majority of the application site is within Flood Zone 1 with areas near and on the eastern boundary of the site within Flood Zone 2 and 3. Several trees are situated along the eastern and northern boundaries of the site. Vehicular access is via residential streets, leading from Barton Road. The nearest residential streets of Owlstone Road and Grantchester Meadows are controlled parking zones.

3.0 The Proposal

- 3.1 The application seeks to discharge condition 14 (Traffic Management Plan) of planning permission 22/02066/FUL.
- 3.2 Condition 14 states:

No demolition or construction works shall commence on site until a traffic management plan for that phase has been submitted to and agreed in writing by the Local Planning Authority. The principal areas of concern that should be addressed are:

- i) Movement and control of muck away vehicles (all loading and unloading should be undertaken where possible off the adopted public highway, Short Lane and the access road)*
- ii) Contractor parking, with all such parking to be within the curtilage of the site where possible*
- iii) Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway, Short Lane and the access road where possible.)*
- iv) Control of dust, mud and debris, and the means to prevent mud or debris being deposited onto the adopted public highway, Short Lane and the access road.*

v) The requirements for a banksperson(s)

Details shall also include tracking/swept path analysis of the type of vehicles to be used during construction/demolition and how potential conflict with pedestrian and cyclists using Short Lane/access road can be avoided.

The development shall be carried out in accordance with the approved details.

4.0 Relevant Site History

Application	Description	Outcome
22/02066/FUL	Demolition of nursery building, part of outbuildings; partial demolition, refurbishment and extension of other existing college buildings and the erection of four accommodation blocks containing 60 rooms for postgraduate students; associated landscaping, car and cycle parking, refuse and other storage and new electricity substation within outbuildings	Refused, Appeal Allowed
22/02066/CONDA	Submission of details required by condition 26 (arboricultural method statement) of planning permission 22/02066/FUL	Discharged in Full
22/02066/CONDB	Submission of details required by condition 20 (Hydrological Report) of planning permission 22/02066/FUL	Discharged in Full
22/02066/CONDC	Submission of details required by condition 17 (written scheme of investigation) of planning permission 22/02066/FUL	Discharged in Full
22/02066/CONDD	Submission of details required by condition 35 (non-translucent fence) of planning permission 22/02066/FUL	Discharged in Full
22/02066/CONDE	Submission of details required by condition 3 (Phasing Strategy) of planning permission 22/02066/FUL	Discharged in Full
22/02066/CONDF	Submission of details required by condition 8 (Air Quality and Dust Management Plan) of planning permission 22/02066/FUL	Pending Consideration
22/02066/CONDG	Submission of details required by condition 28 (Replacement Nursery Provision) of planning permission 22/02066/FUL	Refused to Discharge
22/02066/CONDH	Submission of details required by conditions 30 (Landscape and Ecological Management Plan), 31(Bird and Bat Boxes), and 33 (Ecological Design Strategy) of planning permission 22/02066/FUL	Discharged in Full

22/02066/CONDI	Submission of details required by condition 29 (Construction Ecological Management Plan) of planning permission 22/02066/FUL	Discharged in Full
22/02066/CONDJ	Submission of details required by condition 19 (surface water run-off) of planning permission 22/02066/FUL	Discharged in Full
22/02066/CONDK	Submission of details required by condition 14 (Traffic Management plan) of planning permission 22/02066/FUL	Refused to Discharge
22/02066/CONDL	Submission of details required by condition 7 (Demolition/construction noise and vibration impact assessment) of planning permission 22/02066/FUL	Discharged in Full
22/02066/CONDM	Submission of details required by condition 28 (replacement nursery provision) of planning permission 22/02066/FUL	Discharged in Full
22/02066/CONDN	Submission of details required by condition 10 (materials management plan) of planning permission 22/02066/FUL	Discharged in Full
22/02066/CONDO	Submission of details required by condition 18 (surface water drainage scheme) of planning permission 22/02066/FUL	Discharged in Full
22/02066/CONDP	Submission of details required by condition 4 (noise assessment) of planning permission 22/02066/FUL	Pending Consideration
22/02066/CONDQ	Submission of details required by condition 32 (artificial lighting) of planning permission 22/02066/FUL	Pending Consideration
22/02066/CONDS	Submission of details required by condition 23 (external surfaces - Block B - brick) of planning permission 22/02066/FUL	Pending Consideration
22/02066/CONDT	Submission of details required by partial discharge of condition 23 (Block B windows) of planning permission 22/02066/FUL	Pending Consideration
22/02066/CONDU	Submission of details required by partial discharge of condition 23 (Block B Render) of planning permission 22/02066/FUL	Pending Consideration

5.0 Policy

5.1 National Policy

National Planning Policy Framework 2024
Circular 11/95 (Conditions, Annex A)

5.2 Cambridge Local Plan 2018

Policy 81: Mitigating the transport impact of the development

5.3 Neighbourhood Plan

6.0 Consultations

Cambridge City Council Biodiversity Manager – No Objection subject to cross-referencing of the construction ecological management plan.

Local Highways Authority Officer – No Objection

South Newnham Neighbourhood Forum (SNNF) (and Railton TPC Limited) – Comments following June submission: CTMP remains deficient and does not provide a robust basis for safe construction transport operations for the following reasons:

- Identifies an increased peak construction period (from 11 months to 14 months) and a significant increase in overall HGV movements (from an average of 275 per month to an average of 315 per month), leading to a significantly greater impact than previously anticipated.
- Risk of collisions remain e.g. to the Lodge and to footway on the opposite side of the road.
- Internal vehicle turning, parking and circulation have not been demonstrated.
- It appears likely that the proposed arrangements at the Queen's College Sports Ground to manage HGV deliveries, provide an off-site set-down area and accommodate construction workers' vehicles would lead to significant adverse highway safety impacts for those using the sports facilities and may not be feasible since HGVs are unable to turn into the access road within the available space.
- It has not been demonstrated that large vehicles are able to access the site within the available width of Short Lane. Indeed, the latest information in the form of the TTRO plan suggests that access for large vehicles is not possible since the swept paths of large vehicles pass outside of the area designated as 'college's right of access'.
- Clearance of shrubs, trees, bollards and rocks around the inside of the bend on Short Lane, impacting highway safety and altering the street environment. The previous comments from the Trees Officer makes it clear that the proposed works on Short Lane (i.e. the clearance of vegetation and obstacles around the inside of the bend) are not approved.
- There appear to be significant problems with vehicle parking, loading/unloading and manoeuvring within the site. Insufficient information is provided to demonstrate that these problems will not lead to adverse highway safety impacts for highway users.
- The proposed system to manage deliveries recognises the extreme sensitivity of Short Lane and the access road but relies on an extremely high and consistent level of staffing. No guarantee is

provided that the proposed level of vehicle supervision could be maintained throughout the construction period.

- No measures are proposed to mitigate adverse safety and amenity impacts on vulnerable highway users along Grantchester Street, such as the residents of Lammas Court sheltered accommodation.
- Working hour restrictions fail to protect vulnerable groups associated with children who arrive at or leave the primary school at lunchtime.

It would not be reasonable for the Council to approve a CTMP for this condition that would impose this level of risk and harm to our whole neighbourhood for a period of at least two years with such major unresolved difficulties with access and safety.

Previous comments on May submission: The updated CTMP remains deficient and does not provide a robust basis for safe construction transport operations. The following points from the previous refusal have not been addressed:

- It has not been demonstrated that large vehicles are able to access the site under existing arrangements. Swept paths pass outside of the existing carriageway into well-maintained planting and trees. There is likely to be conflict with the Lodge Gatehouse and communication pillar and overrun of the opposite footway and garage on the corner.
- Delivery system relies on high and consistent level of staffing.
- Working hours fail to protect nursery groups/those arriving/leaving school and lunchtime. No provision to protect vulnerable elderly and disabled groups.
- Swept paths fail to show HGVs can access and exit Grantchester Street. Right turn is not permitted. Left turn onto A603 may not be possible. Lack of accurate swept path analyses.
- Minibus service details not provided.
- Significant problems with vehicle parking, loading/unloading and manoeuvring within the site and its impact on highway safety on upon users.
- Lack of explanation regarding how large vehicles can be safely accommodated at the sports field. Arrival of a second HGV would lead to complex manoeuvres. Significant highway safety impacts for those using the sports facilities.
- Penalties not proposed for Queens' or Morgan Sindall.
- Daily check of offsite mud and debris is not sufficient. Request this to be hourly and a recording mechanism required.
- No reference to supply issues/contingency plans which are likely to impact on the timetable.

7.0 Third Party Representations

7.1 95 representations have been received.

7.2 Those in objection have raised the following issues:

Overall Construction Impact

- Excessive number and size of construction vehicles. Smaller vehicles should be considered.
- Parking pressure and suspension of existing parking bays along Grantchester Street and Owlstone Road.
- Inadequate road width of Short Lane.
- Unacceptable construction route. No backup routing plan or clear construction schedule.
- Lack of details on vehicle types and movements.
- Reliance on site manager is inadequate.
- Impact upon school drop-off/pick-up.
- Temporary Traffic Regulation Order (TTRO) ends before construction is anticipated to be complete.

Pedestrian & Cyclist Safety

- Lack of restrictions on smaller vehicles (less than 3.5 tonnes)
- Narrow pavements and high pedestrian traffic, sloping camber on Grantchester Street that cause high-sided vehicles to tilt.
- Dangerous junctions and tight turns.
- History of accidents and near misses in the area.
- Pedestrians often walk in the road to avoid inadequate footway.
- Danger to children, elderly, and disabled individuals and access to Paradise Nature Reserve.
- Conflict with children leaving the school at lunchtime.
- No bankers proposed along Grantchester Street.
- No pedestrian crossing or traffic calming measures.
- Conflict with pedestrians and cyclists along Short Lane.
- Mounting of pavements and footpaths by vehicles including on turning into the application site.

Traffic & Road Safety

- U-turn on Fen Causeway roundabout may not be possible.
- Illegal or logistically impossible vehicle manoeuvres.
- Lack of passing spaces along Grantchester Street for construction vehicles going in opposite directions in addition to meeting other large vehicles.
- Speeding of construction vehicles.
- Impact on emergency vehicle access into Newnham.
- Inadequacy of off-site vehicle holding area.
- Damage to No.53's shed.

Other Matters

- Principle of development is unsuitable.
- Why have previous conditions been discharged?
- Lack of community engagement particularly with vulnerable groups.
- Change of use to Grantchester Street and Short Lane
- Vehicle overrun into vegetation.
- Felling of trees and bushes.
- Noise, vibration and air pollution upon wildlife and habitats.
- Mud and debris into nature reserve.

- No environmental impact assessment carried out.
- No clear responsibility for repairs to Owlstone Road/Short Lane. Short Lane lacks the strength to allow HGVs.
- Noise, dust, and vibration nuisances and damage to houses.
- Impact upon underground utilities.
- Loss of housing value and trade.
- Disruption to daily life and conflict with shop deliveries, buses, and library services.
- Hours of construction not appropriate.
- Conflict with No.52's garage door.
- Debris/mud will block drainage.
- Traffic management plan was not available during application and appeal stages.
- Ongoing application to designate Short Lane as a public right of way.
- Trial run showed vehicles unable to navigate entrance into application site.
- Removal of boulders along Short Lane.

7.3 Those in support have raised the following issues:

- Representations in objection are counter productive.

7.4 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.

8.0 Member Representations

8.1 Councillor Jean Glasberg – Objection summarised as follows:

Highway Safety Issues

- Pedestrian and cyclist safety is compromised due to sloping camber, narrow footways, and lack of protective measures.
- Illegal right turns from Barton Road onto Grantchester Street are occurring. HGVs turning left onto Barton Road may encroach into oncoming traffic lanes.
- Swept path analyses are incomplete and inaccurate, posing risks to vulnerable road users.
- Temporary Traffic Regulation Order (TTRO) cannot legally cover Short Lane, which is not owned by the City Council.
- Further TTROs likely.
- Queen's College lacks exclusive access rights over Short Lane and Owlstone Track.
- Construction traffic issues were not addressed during the original planning or appeal stages.

Other Matters

- Vegetation removal along Short Lane is not approved and violates Policy 15 of the South Newnham Neighbourhood Plan.
- Potential damage to infrastructure (e.g. water and sewage pipes).

- Noise, fumes, and vibrations could harm local wildlife, including protected bat species.
- Long-term community disruption.
- Change of use application including arboricultural and ecological assessments are required.
- Lack of coordination with UK Power Networks plans to close Grantchester Street and Owlstone Road (July–August) for cabling works and GCP's Barton Greenway construction along Barton Road.
- Call-in to Planning Committee is requested for proper scrutiny.

8.2 Councillor Peter Rees – Objection summarised as follows:

Highway Safety Issues

- Grantchester Street is too narrow and unsafe for HGV traffic, especially at key junctions.
- HGV manoeuvres are often illegal and hazardous.
- Unauthorised and problematic access via Short Lane. Short Lane is a private road with no permission granted for HGV use.
- Residents with access rights were not consulted.
- There is an active application to designate it as a public footpath.
- The proposal fails to address previous reasons for refusal.
- It is incompatible with the local Neighbourhood Plan.

Other Matters

- No Environmental Impact Assessment has been conducted.
- Prolonged HGV traffic poses risks to local wildlife due to noise, pollution, and vibrations.
- The TTRO application was not made public, preventing proper consultation. Residents were denied the opportunity to review or respond.

8.3 Councillor Hugh Clough – Objection summarised as follows:

- Reiterates Cllr Glasberg and South Newnham Neighbourhood Forum's objections.
- Call-in to Planning Committee is requested for proper scrutiny.

9.0 Local Groups / Petition

- 9.1 Newnham Croft Conservation Group – Excessive HGV movements; difficulties especially for pedestrians accessing the western gate of Paradise Nature Reserve; damage to vegetation and wildlife; approach roads will be unsafe for a prolonged period of time.
- 9.2 Friends of Paradise Nature Reserve – No ecological impact assessment. Ecological damage from traffic noise and pollution.
- 9.3 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 This discharge of condition application follows the planning consent granted at appeal under reference 22/02066/FUL in which the Planning Inspector attached condition 14 (Traffic Management Plan (TMP)).
- 10.2 The Planning Inspector in Paragraph 45 of the Appeal Decision (Appendix i) states the following:

“Whilst parts of the local highway network are narrow, there would be sufficient width to allow construction vehicles to access the site. However, due to the presence of on-street parking particularly along Short Lane, if construction traffic is not managed appropriately, it could result in harm to highway safety including conflict with pedestrians. The effects of construction traffic could be controlled via planning conditions to manage delivery routes and the timing of deliveries. In respect of the movement of larger vehicles, the use of bankspersons would provide satisfactory control over their movement to and from the site which can be secured via a traffic management condition. Therefore, I am satisfied that subject to the imposition of such conditions, any harms can be mitigated during the construction period.” [text underlined for emphasis]

- 10.3 On the basis of the appeal decision and whilst third party comments are noted, the principle of the demolition/construction vehicular route (via Grantchester Street and Short Lane) as shown in both the Outline Construction Traffic Management Plan submitted within the original planning application 22/02066/FUL, and in the detailed Traffic Management Plan (TMP) submission to satisfy condition 14 of this planning consent is considered to be acceptable.
- 10.4 Third parties and local members consider that construction traffic triggers a change of use of the streets, however, given that the route will utilise an existing right of access for the College and other road users and this right of access is for unrestricted vehicular traffic and noting the Inspector’s view that traffic management plan details could be conditioned as part of the approval, officers do not consider that any further planning consent is required for the change of use of any of these access routes.
- 10.5 The previous discharge of condition application, reference 22/02066/CONDK, was refused by the Council under delegated powers for the following reasons:
- The widening of the access track requires separate planning consent and cannot be considered as part of this discharge of condition application.
 - The information provided fails to demonstrate that vehicles can access the site under existing arrangements.

- The information provided fails to demonstrate how the safety of all users including pedestrians and cyclists will be ensured.
- The information provided lacks clarification in terms of inbound/outbound routes and the accompanying swept path analysis.
- The information provided fails to provide numbers, volumes and types of vehicles to be used.
- The information provided fails to demonstrate how vehicles can manoeuvre within the application site to exit the site in forward gear.
- The details provided for the vehicle holding area is insufficient.
- The information provided fails to provide details of the proposed procedure for reporting non-compliance and addressing concerns from all stakeholders nor the actions to be taken following concerns raised.
- The information provided fails to ensure that non-adopted roads are swept of debris and mud.
- The timetable provided fails to ensure all works during demolition, construction and landscaping etc. are covered.
- The information provided fails to provide details of drainage for the wheel wash.

- 10.6 In accordance with condition 3, the proposed development will be carried out in one phase and therefore a traffic management plan has been submitted for the entirety of the approved scheme.
- 10.7 The previous discharge of condition application (22/02066/CONDK) was refused due to the lack of timetabling. Within the revised submission, construction is anticipated to take approximately 94 weeks (22 months). Demolition works will be undertaken during the school holidays with other construction activities carried out in accordance with Table 3 of the TMP and in line with the timetable provided with the Air Quality Dust Management Plan addendum submitted for condition 8 (22/02066/CONDF). On this basis, the information provided ensures that all works are covered. Whilst SNNF (South Newnham Neighbourhood Forum) have questioned the tightness of the timetabling and reliance on suppliers and staffing, it is the responsibility of the principal contractor to coordinate deliveries etc to ensure the timetabling, staffing and compliance with the planning conditions are adhered to.
- 10.8 Whilst third party's comments regarding construction hours are noted, condition 15 of the planning consent restricts vehicles in excess of 3.5 tonnes (Heavy Goods Vehicles (HGVs)) during school term times to be between the hours of 9:30am-2.30pm Monday to Friday and Saturdays only. On this basis, all deliveries within school term times in excess of 3.5 tonnes will be scheduled on weekdays between the hours of 9.30am-2.30pm to avoid peak traffic hours and school pick-up/drop off times. Outside of these times, condition 6 restricts deliveries to between 8am-6pm Monday to Friday and 8am-1pm on Saturdays. Whilst further construction hours limitations have been suggested by third parties such

as preventing HGVs during school lunchtime and time restrictions on smaller vehicles, this is considered unnecessary, was not required by the planning inspector to make the development acceptable and if introduced will also elongate the period of construction.

- 10.9 This discharge of conditions application has been subject to a formal consultation with the Local Highways Authority. Following several amendments to the submission, they have commented that they have no objection to the submitted details.
- 10.10 Following consultation with the Local Highways Authority and third parties including SNNF, the applicant has revised the submission in response to the points raised and provided the following information to support this discharge of condition application:
- Covering Letter V3 (received 9th July 2025)
 - Construction Traffic Management Plan – Owlstone Croft V12 (dated 9th July 2025)
 - Cambridgeshire County Council Temporary Traffic Road Order (received 8th July 2025)
 - Appendix A – CLOCS (received 9th July 2025)
 - Appendix B – TTRO Plan Rev B (received 9th July 2025)
 - Appendix C1 – TRO1 Rev D – Vehicle Swept Path Analysis using 11.9m Rigid Vehicle (received 9th July 2025)
 - Appendix C2 – TRO3 Rev B – Vehicle Swept Path Analysis using Mobile Crane (received 9th July 2025)
 - Appendix D1 – TR04 Rev B – Barton Road Access Vehicle Swept Path Analysis (received 9th July 2025)
 - Appendix D2 – 003 Rev A – Barton Road Access Visibility Splays (received 9th July 2025)
 - Appendix D3 – TR05 – Sports Ground Area Vehicle Swept Path Analysis (received 9th July 2025)
 - Appendix D4 – TR05 Rev A – Sports Ground Area Vehicle Swept Path Analysis with imagery (received 9th July 2025)
 - Appendix E1 – Owlstone Logistics Plan Rev P – No swept path (received 9th July 2025)
 - Appendix E2 – Owlstone Logistics Plan Rev P – Entry swept path (received 9th July 2025)
 - Appendix E3 – Owlstone Logistics Plan Rev Q – Exit swept path (received 9th July 2025)

Each part of the condition is to be commented on, in light of the information received and the comments on this application.

(i) and (iii) Movements and control of muck away vehicles and all deliveries (all loading and unloading should be undertaken where possible off the adopted public highway, Short Lane and the access road). Details shall also include tracking/swept path analysis of the type of vehicles to be used during construction/demolition and how potential conflict with pedestrian and cyclists using Short Lane/access road can be avoided.

- 10.11 The previous discharge of conditions submission (under reference 22/02066/CONDK) to widen the access has been removed from this revised Traffic Management Plan (TMP) submission.
- 10.12 The revised TMP is predicated on the use of a Temporary Traffic Road Order (TTRO). This TTRO will be implemented to prohibit the use of the existing parking bays located on the southern side of the access road serving the application site to enable construction vehicular access along this section of road. In addition, the TTRO will include the installation of double yellow lines in the area currently used for parking and also along Short Lane. This TTRO has been submitted and approved by the Cambridgeshire County Council's Street Works Team and the submitted TMP confirms that there is agreement with Cambridge City Council with the TTRO approach along this access road.
- 10.13 Whilst the period of time for the TTRO will be for only 18 months (the maximum period for an order), a further order could be applied for and made to cover the additional construction/fit out requirements under S.15(8) of the Road Traffic Regulation Act 1984.
- 10.14 The TTRO will temporarily suspend a 19-metre stretch of unrestricted parking along the access road. No TTRO is proposed along Grantchester Street. Whilst third parties' comments regarding the suspension of approximately 5 parking spaces are noted, it is not considered that the loss of such parking will result in undue parking pressure. Notwithstanding this, TTROs are used to enable construction work to be undertaken and a need has been demonstrated under separate legislation and therefore is acceptable on this basis.
- 10.15 Section 4 of the TMP outlines the weight and dimensions of the 11.9 metre rigid vehicle and mobile crane to be used during construction/demolition. The dimensions of these vehicles represent the maximum size of vehicles to be used during construction/demolition.
- 10.16 Third party and local member comments concerning inappropriate/illegal HGV manoeuvres/turns are noted. Following further revisions, the inbound and outbound vehicle routes have been amended within Section 5.2 Detailed Route of the TMP. This involves vehicles completing a U-turn at the A603 Barton Road/A1134 Fen Causeway roundabout and a left turn onto Grantchester Street, followed by turning south onto Short Lane which becomes the Owlstone Croft access road. Outbound construction vehicles will complete these steps in reverse. Signage will be installed along Grantchester Street for HGVs taking the outbound journey to prevent them turning left onto Barton Road.
- 10.17 Whilst third parties have raised concerns with the lack of backup routing plan, as noted within the TMP, if this is required to change due to road closures etc., the prescribed diversion routes will be utilised and communicated to HGV drivers in advance.

- 10.18 The previous discharge application was refused on the lack of information regarding vehicle volumes, types and numbers. The revised information within Table 3 of the TMP demonstrates that there will be on average 15 vehicles (HGVs and non-HGVs) per day during the majority of the construction period.
- 10.19 Whilst third parties have raised concerns regarding this number of vehicular movements, subject to the management of these which will be discussed below, officers have no reason to object subject to appropriate management of these movements being in place. Moreover, any disruption to the community's amenity will be more temporary than if the number of movements were reduced which would ultimately result in a longer construction period.
- 10.20 Whilst third party and SNNF comments concerning the lack of information on the shuttle minibus have been provided, given that the expected vehicular dimensions will fall well below the maximum sizes of construction vehicles used, this information is not considered to be necessary. On this basis, the submitted information is considered to overcome the previous lack of information regarding numbers, volumes and types of vehicles to be used.
- 10.21 The previous submission was refused amongst other reasons on the basis that the information provided failed to demonstrate that vehicles can access the site under existing arrangements, the lack of detail regarding manoeuvring within the application site, lack of clarification regarding inbound/outbound routes and the lack of demonstration that vehicles can exit in forward gear.
- 10.22 A swept path analysis of the type of vehicles to be used during construction/demolition has been provided and these have been further revised following concerns raised. Inbound and outbound routes are clearly identified on the amended TMP whilst a swept path for the 11.9 metre rigid vehicle has been provided to demonstrate that this vehicle type can manoeuvre within the application site and exit in forward gear. Whilst SNNF comments are noted, the internal swept paths demonstrate that HGVs can utilise the existing and proposed temporary hardstanding to ensure this is possible. It has also been demonstrated that the U-turn around Fen Causeway roundabout is achievable.
- 10.23 Furthermore, whilst local member, third party and SNNF comments are noted, the swept paths within the amended TMP demonstrate that the largest construction vehicles used are able to navigate along the proposed route utilising only the carriageway and without passing over trees and hedging including along Short Lane and avoiding conflict with buildings including Owlstone Lodge and No.53's rear garage. To ensure that the application site's access allows the manoeuvring of HGVs, the existing Owlstone Lodge iron gates will be temporarily removed and replaced with alternative security gates. Whilst third parties have raised concerns with

the mounting of footways, the TMP demonstrates that this is not the case, and HGVs are able to avoid potential conflict with pedestrians.

- 10.24 On this basis, the TMP demonstrates that construction vehicles of the size proposed can access the site under existing arrangements subject to the TTRO being in place.
- 10.25 Whilst third party and local member comments regarding the camber of the road and narrow footways along Grantchester Street are acknowledged, high-sided vehicles including the Council's refuse HGVs frequently use this route. Whilst narrow, there are footways on either side of Grantchester Street to safeguard pedestrians. Notwithstanding this, if a substantial risk to users is identified, as commented upon by the Local Highways Authority, further TTROs could be applied for and made if a clear need by the applicant is demonstrated.
- 10.26 The amended TMP states that all loading and unloading of muck-way and delivery vehicles will be undertaken entirely within the application site and a designated loading area will be established away from the site entrance. This is indicated within the Site Logistics Plan.
- 10.27 The previous submission was refused on the basis amongst several reasons including that there were insufficient details for the vehicle holding area.
- 10.28 All deliveries will be pre-booked and allocated set arrival times via a delivery management system in addition to delivery instructions sent to all contractors and suppliers including the waiting location and maximum dwelling times. If required, vehicles (with the exception of the mobile crane) will wait at the designated vehicle holding area. The delivery management system will be used to avoid more than one vehicle arriving at a single time. Moreover, whilst third parties' concerns are noted, the scheduling of deliveries will help avoid the situation whereby HGVs meet each other along Grantchester Street.
- 10.29 Whilst third parties have raised concerns with the management of vehicle movements, radio communication between the sports ground gate house banksperson and the on-site banksperson will take place to ensure that deliveries are timed to avoid HGVs meeting on the narrow streets of Newnham. In addition, whilst SNNF comments regarding potential conflict with existing users of the sports ground such as cyclists are noted, site operatives and bankspersons will be in place to manage vehicle movements, ensure the flow of traffic and avoid any conflicts between the movement of HGVs from the holding area and the access/egress from the contractor car parking area.
- 10.30 Third party and SNNF comments regarding the inadequacy of information on the vehicular holding area are noted. Following further information, the TMP states that this holding area will be utilised only for vehicles travelling from the west (making a right turn into the sports ground). Vehicles will

then be held until bankpersons are happy for the HGV to continue its journey eastwards along Barton Road into the application site. The swept path analysis submitted demonstrates that up to two HGVs can park, turn and exit in forward gear within the confines of the site. Any vegetation removal to facilitate these movements would be the applicant's responsibility. Moreover, the necessary visibility splays either side of this access can be achieved subject to the continued management of vegetation under the Local Highway Authority's powers.

- 10.31 Following several amendments being made and a review by the Local Highways Authority, the revised details are considered to be acceptable.
- 10.32 On this basis, it is considered by officers that the submission provides sufficient information to satisfy criterion (i and iii) of condition 14 with regards to the movements of vehicles and the use of swept paths to demonstrate how conflict with pedestrians and cyclists can be avoided, and officers consider that the previous reasons for refusal has been overcome.
- 10.33 Section 3 and 4 of the TMP refer to the requirement of bankpersons. This is discussed in more detail under (v) of this condition below.

ii) Contractor parking, with all such parking to be within the curtilage of the site where possible

- 10.34 Contractor parking will be located at Queen's College Sports Fields and managed by a designated individual. 40 spaces for contractors will be provided and a register of all construction employees' vehicles will be maintained. From this location, two 8-seater minibuses will provide a shuttle bus service between the College Grounds and the site. Alternatively, employees will be able to cycle/walk to the application site via Fulbrooke Road.
- 10.35 Although the parking will not be within the curtilage of the application site, it will be sited within the applicant's ownership with provision in place to provide employees with a shuttle service to the application site itself. Following a formal consultation with the Local Highways Authority, there is no objection to this contractor parking strategy.
- 10.36 The existing sports ground use will be unaffected, and the remaining parking spaces will be sufficient for all users, staff and visitors. Site operatives and bankpersons will be in place to manage vehicle movements, maintain efficient flow of traffic and avoid any conflicts with other existing users of the site.
- 10.37 On this basis, it is considered by officers that the submission provides sufficient information with regards contractor parking to satisfy criterion (ii) of condition 14 and the previous reason for refusal has been overcome.

iv) Control of dust, mud and debris, and the means to prevent mud or debris being deposited onto the adopted public highway, Short Lane and the access road.

- 10.38 One of the previous refusal reasons concerned the lack of information regarding the sweeping of mud and debris on non-adopted roads and the lack of details of the wheel washing facility.
- 10.39 In order to prevent mud or debris being deposited onto surrounding roads, a wheel washing facility will be installed adjacent to the entrance/exit point. Whilst third parties have raised concerns regarding pollution risk, details regarding surface water management from this facility required under condition 19 have been discharged under application reference 22/02066/CONDJ which includes provision within the application site to avoid water entering the surrounding watercourses.
- 10.40 The TMP states that street cleansing vehicles or similar equipment will be used to remove dirt/debris immediately. In addition, a banksperson will inspect the vehicle access route on a daily basis to identify any debris and to ensure none remains at the end of each working day. This will also avoid drains being blocked. Whilst third parties and SNNF have requested more regular cleaning, following a formal consultation with the Local Highways Authority, this degree of regularity is considered acceptable in this instance.
- 10.41 On this basis, it is considered by officers that the submission provides sufficient information with regards the control of dust, mud and debris and its prevention to satisfy criterion (iv) of condition 14, and the previous reason for refusal has been overcome.

v) The requirements for a banksperson(s). How potential conflict with pedestrian and cyclists using Short Lane/access road can be avoided.

- 10.42 It is acknowledged that the latter sections of the route including Short Lane are narrow and lack a footway. With this in mind, the Planning Inspector considered it necessary to require the use of bankpersons to avoid conflict between larger vehicles and pedestrians/cyclists.
- 10.43 Section 3 of the TMP states that two trained (LANTRA qualified) bankspersons (one positioned either end of the vehicle) will be deployed to facilitate the safe movement of all HGVs (any commercial vehicle weighing more than 3.5 tonnes) on and off the site.
- 10.44 These bankspersons will guide the relevant vehicles through key points along Short Lane which are the site access point, junction of Short Lane/Grantchester Street and the access point to the footpath from Short Lane. This is to avoid conflict with pedestrians and cyclists using Short Lane and entering/exiting Paradise Nature Reserve. Therefore, whilst third party concerns are noted, through the appropriate use of bankspersons, conflict with all users of this route section can be avoided. Moreover,

pedestrians will still be able to access the nature reserve through these access points.

- 10.45 In addition, bankspersons will communicate via radio to manage the scheduled deliveries and use an online system for delivery management, to plan, manage and record deliveries and thus avoid potential conflicts between delivery vehicles.
- 10.46 Whilst third parties and the SNNF have requested additional traffic calming measures and bankspersons to be in place along Grantchester Street to mitigate impacts upon other vulnerable highway users, given the existing pedestrian infrastructure already in place, this is not considered necessary in this instance.
- 10.47 On this basis, criterion (v) of condition 14 is satisfied and it is considered that through the use of trained bankspersons, conflict with pedestrians and cyclists using Short Lane/access road can be avoided, and the previous reason for refusal has been overcome.

Other Considerations

- 10.48 The previous reason for refusal related to the lack of procedure for reporting non-compliance and addressing concerns from stakeholders in these events.
- 10.49 The TMP states that a gatesperson will be appointed to oversee all traffic management operations, ensuring that safety protocols and compliance standards are maintained.
- 10.50 Compliance with the TMP will be a contractual requirement for all contractors and suppliers. An audit will be undertaken by Morgan Sindall on a monthly basis to review standards such as wheel washing systems, road sweeping etc. Incidences of non-compliance will be dealt with in accordance with the procedures outlined.
- 10.51 Additionally, Morgan Sindall uses the Considerate Constructors Scheme, which will be used to log complaints and monitor works. Inspections will be carried out quarterly as part of this scheme. Whilst SNNF and third party comments question the lack of action should Morgan Sindall or Queen's College breach the details within the TMP, this will be a matter for Council's planning compliance officers to investigate and act upon as required if complaints from stakeholders are made.
- 10.52 In addition, section 5 and 8 sets out the reporting mechanism for stakeholders including the implementation of a dedicated phone line and email address for stakeholders to contact. All reports will be logged and investigated by the Site Manager within 24 hours and corrective actions taken which may include retraining, issuing warnings or terminating contracts for repeated non-compliance. Stakeholders will be informed of the outcome of investigations and any actions taken. A monthly

compliance report will be submitted to the Local Highways Authority detailing all reported incidents and actions taken.

- 10.53 Furthermore, any HGVs reported for breaching approved routes for inappropriate behaviour on designated routes will be subject to investigation and corrective action where necessary.
- 10.54 **Other Matters**
- 10.55 Third party, SNNF and local member comments regarding the potential vehicle overrun into existing vegetation along Short Lane/access road are noted. The amended TMP within Section 4.1.4 states that a set of works to lift the crowns of trees and maintain the edge of the hedgerow as per condition 26 (Arboricultural Method Statement, under reference 22/02066/CONDA) has been agreed to ensure an appropriate clearance over the vehicle path. This includes tree crown lift and also the maintenance of the hedgerow on the inside of Short Lane to ensure that it does not overhang the metalled surface. No arboricultural works are proposed other than in connection with the existing road layout. Whilst comments have been received quoting the Trees Officer comments in relation to condition 26, the Trees Officer comments were in response to the previous CTMP which proposed to widen the access road which in arboricultural terms were not considered to be acceptable. Therefore, whilst third party, SNNF and local member comments are noted, the TMP aligns with the consent granted for tree/hedging management under discharge of condition application 22/02066/CONDA and there is no conflict with the South Newnham Neighbourhood Forum Neighbourhood Plan (2024) in this regard.
- 10.56 Whilst the TMP states that vegetation clearance as already consented is sufficient, if further works are required to trees then a further discharge of condition will be required prior to commencement of development.
- 10.57 Whilst third party and local member comments raise concerns regarding air pollution and noise and request that an ecological impact assessment upon the wildlife and habitats in the nature reserve, the principle of this construction route has been accepted by the Planning Inspector to be acceptable, and following comments from the Council's Biodiversity Manager, given that there will be limited vegetation removal, no additional artificial lighting and construction vehicle movements will be controlled, and any further survey work is not considered to be proportionate. The amended TMP includes a cross reference to condition 29 (construction ecological management plan, under reference 22/02066/CONDI) and condition 19 (surface water management plan, under reference 22/02066/CONDJ) to ensure that any ecological impacts from vehicle movements can be mitigated. Furthermore, the air quality risk impacts on ecological receptors within condition 8 (air quality and dust management plan, under reference 22/02066/CONDF) are noted to be negligible and no further mitigation to safeguard protected species is therefore required in

this instance. Mud and debris along the access roads will be cleared daily to prevent this being washed into the nature reserve.

- 10.58 Whilst third party and local member concerns about damage to non-adopted roads, impact upon underground infrastructure, potential damage to homes through vibrations, loss of housing value and trade, conflict with No.52's garage door if opened over into Short Lane, and disruption to daily life are all noted, these are not material planning considerations to be taken into account of under this application assessment.
- 10.59 Third parties have questioned why other conditions have been discharged. The status of the other discharge of condition applications under this planning consent are detailed in the table within Paragraph 4 of this officer report and in line with the relevant scheme of delegation at the time. The submission of details for conditions that have been discharged have been considered by officers in consultation with the relevant consultees to have been deemed to be acceptable.
- 10.60 Whilst third parties have raised difficulties with the trial run on accessing Owlstone Croft, this is understood to have been due to parked cars along the access road which the TTRO will ensure will be removed prior to commencing the development.
- 10.61 Whilst third party comments regarding the speeding of vehicles within Newnham are noted, the streets off Barton Road have a 20mph limit. Notwithstanding this, given that this is a police enforcement matter, this issue falls outside of this planning assessment.
- 10.62 Whilst third party comments refer to the impact upon emergency vehicle access, HGV drivers will be expected to prioritise emergency vehicles in those instances.
- 10.63 Whilst the local member's concerns regarding additional disruption with cabling works is acknowledged, it is understood that some coordination has taken place to ensure that this combined disruption is contained within the summer school holidays.
- 10.64 Whilst third parties have raised concerns with the removal of the boulders, these are currently positioned within the verges of Short Lane, and they are not proposed to be removed. Notwithstanding this, this is a civil matter that falls outside of the planning assessment.
- 10.65 The ongoing application to designate Short Lane/access road as a public footpath is acknowledged, however, following discussions with the County Council Definitive Map Officer, the proposed TMP allows for the continued use of Short Lane/access road for all users during the construction period and it is not considered that any formal designation of this route will have any physical effect on the ground if this is made.

- 10.66 Whilst local member comments concerning the lack of consultation with third parties that have a right over Short Lane is noted, there is no requirement under this application to consult nearby properties. Any further consultation is a civil matter outside of this planning assessment. Whilst comments specifically regarding the lack of consultation process for TTRO are noted, this is not a matter for consideration by the Council and falls outside the scope of this planning assessment.
- 10.67 Whilst local members' have raised concerns that a TTRO cannot be made along Short Lane (not owned by the City Council), this is a civil matter and the ability for vehicles to access the application site is not predicated on the TTRO concerning this stretch i.e. installation of double yellows.
- 10.68 Local member call-in requests are acknowledged. The representation in support is also noted.

10.69 Conclusion

- 10.70 Officers consider that the information provided demonstrates the acceptability of movements and control of muck away and delivery vehicles. Sufficient swept path details are provided for the type of vehicles to be used during demolition/construction. Potential conflict with pedestrians and cyclists using Short Lane and the access road is to be mitigated through the use of accredited banks-persons. The details submitted are therefore acceptable and in conformity with the reasons given for imposition and policy requirements.
- 10.71 It is inevitable that with this application site in particular, developing out the permission will in practice cause a degree of temporary harm and disruption to local residents and users of surrounding roads. It is rarely possible to carry out any development, particularly in a densely populated City ward such as this, without temporary harmful impacts. The use of planning conditions is more generally to seek to minimise such harm to limit its adversity and to control the construction process as far as is reasonably practicable.
- 10.72 In this context members of the planning committee should be mindful that the condition has been reviewed by technical consultees, including the LHA and the LPA's own highways consultant, in order to ensure fair and robust scrutiny of the submission and that, within reason, the construction impacts are mitigated.
- 10.73 The proposal is not an opportunity to revisit whether planning permission should have been granted in the first place, or to revisit ecological principles or impacts which sit outside of the scope of the condition. The principle of development has been settled by the Inspectorate, full permission has been granted and, in forming a view on this proposal, members of the planning committee should be mindful of the technical experts who have provided their advice and who raise no objection.

10.74 Given this context, and more generally the amendments to the condition submission which have addressed in detail the previous concerns, officers advise that the planning committee approach the proposal in a fair minded way, as any refusal to discharge the condition is likely to result in both an elongated construction period and the potential for a further planning appeal which would include an associated costs option for the applicant.

10.75 Officers invite members to approve the discharge of the condition.

11.0 Recommendation

11.1 Approval of the following details:

- Covering Letter V3 (received 9th July 2025)
- Construction Traffic Management Plan – Owlstone Croft V12 (dated 9th July 2025)
- Cambridgeshire County Council Temporary Traffic Road Order (received 8th July 2025)
- Appendix A – CLOCS (received 9th July 2025)
- Appendix B – TTRO Plan Rev B (received 9th July 2025)
- Appendix C1 – TRO1 Rev D – Vehicle Swept Path Analysis using 11.9m Rigid Vehicle (received 9th July 2025)
- Appendix C2 – TRO3 Rev B – Vehicle Swept Path Analysis using Mobile Crane (received 9th July 2025)
- Appendix D1 – TR04 Rev B – Barton Road Access Vehicle Swept Path Analysis (received 9th July 2025)
- Appendix D2 – 003 Rev A – Barton Road Access Visibility Splays (received 9th July 2025)
- Appendix D3 – TR05 – Sports Ground Area Vehicle Swept Path Analysis (received 9th July 2025)
- Appendix D4 – TR05 Rev A – Sports Ground Area Vehicle Swept Path Analysis with imagery (received 9th July 2025)
- Appendix E1 – Owlstone Logistics Plan Rev P – No swept path (received 9th July 2025)
- Appendix E2 – Owlstone Logistics Plan Rev P – Entry swept path (received 9th July 2025)
- Appendix E3 – Owlstone Logistics Plan Rev Q – Exit swept path (received 9th July 2025)

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