

PLANNING COMMITTEE



Thursday, 28 January 2021

Democratic and Members' Services

Fiona McMillan

Monitoring Officer

10:00

Shire Hall

Castle Hill

Cambridge

CB3 0AP

COVID-19

During the Covid-19 pandemic Council and Committee meetings will be held virtually for Committee members and for members of the public who wish to participate. These meetings will held via Zoom and Microsoft Teams (for confidential or exempt items). For more information please contact the clerk for the meeting (details provided below).

AGENDA

Open to Public and Press

1 Apologies for Absence

2 Declarations of Interest

Guidance for Councillors on declaring interests is available at:

<http://tinyurl.com/ccc-conduct-code>

3 Minutes - 5th November 2020

3 - 6

PLANNING APPLICATIONS

**4 CCC-20-020-FMW Roger Ascham Library Depot, Ascham Rd,
Cambridge, CB4 2BD**

7 - 44

**5 FMW-085-19 Cambridge Professional Development Centre, Foster
Rd, Cambridge, CB2 9NL**

45 - 76

ITEMS FOR INFORMATION

6 Summary of Decisions Made Under Delegated Powers

77 - 80

The Planning Committee comprises the following members:

For more information about this meeting, including access arrangements please contact

Councillor David Connor (Chairman) Councillor Ian Gardener (Vice-Chairman) Councillor Barbara Ashwood Councillor Lynda Harford Councillor Bill Hunt Councillor Sebastian Kindersley Councillor Jocelyne Scutt and Councillor Mandy Smith

Clerk Name:	Daniel Snowdon
Clerk Telephone:	01223 699177
Clerk Email:	daniel.snowdon@cambridgeshire.gov.uk

PLANNING COMMITTEE: MINUTES

Date: Thursday 5 November 2020

Time: 10.00 a.m. to 10.50am

Present: Councillors D Connor (Chairman), I Gardener (Vice-Chairman), L Harford, B Hunt, S Kindersley, M Smith and J Scutt.

Officers: Emma Davies – Principal Sustainability Officer, Dr Jon Finney – Highway Development Management Officer, Emma Fitch – Joint Interim Assistant Director, Environment and Commercial, Philippa Kelly – Principal Planning Officer (Strategic Sites Team) Greater Cambridge Shared Planning Team, Jaspreet Lyall – LGSS Law, Travine Monteiro – Built Environment Team Leader, Dallas Owen – Development Management Officer and Daniel Snowdon – Democratic Services Officer.

107. Apologies:

Apologies were received from Councillor Ashwood.

108. Declarations of Interest

There were no declarations of interest.

109. Minutes – 1st October 2020

The minutes of the 1st October 2020 were agreed as a correct record and would be signed by the Chairman at a later date

110. Erection of a two-storey, 2 form entry primary school to accommodate 420 pupils with a 52-place nursery, creation of new access for vehicles, cyclists and pedestrians, car park, landscaping and associated infrastructure.

At: Land north of Newmarket Road, Cambridge

Applicant: Cambridgeshire County Council

Application Number: FMW/003/20

The Committee considered a report that sought planning permission for the erection of a two-storey, two form entry primary school to accommodate 420 pupils with a 52-place nursery together with the creation of new access for vehicles, cyclists and pedestrians, car park, landscaping and associated infrastructure.

The presenting officer provided a summary of the agenda pack and plans provided to the Committee.

Members noted that a previous planning application had been refused by the Joint Development Control Committee - Cambridge Fringes (JDCC) so it was considered prudent for the application to be brought before the Committee and noted further that no objections had been received from statutory consultees. The application focussed on the reasons for the previous refusal of planning permission relating to design, access and sustainability.

An aerial view was shown to Members that illustrated the wider context of the location of the site with nearby villages and roads highlighted, together with a further slide that provided the location of the nearby park and ride site and Cambridge Airport. A plan was shown that provided details of proposed public rights of way to the site that had been submitted to the Highway Authority for approval. A site plan was also shown that highlighted residential properties to the west and north which were in various stages of construction.

School plans had been designed in accordance with the masterplan for the wider site and various drawings and elevations were shown to the Committee. Construction materials had not yet been agreed and a slide was shown that provided an indication of the likely materials to be used.

Members' attention was drawn to play areas together with possible ideas for playground markings to encourage imaginative play.

The presenting officer concluded that on the basis that there were no objections received from statutory consultees and the work the applicant had undertaken to improve the application, the recommendation before the Committee was to grant planning permission subject to the conditions set out in paragraph 11.1 of the officer report.

In response to Member questions officers:

- Clarified that regarding paragraph 6.13 of the officer report, relating to road safety and the travel plan, was in relation to the draft condition. When applications were submitted they were submitted on the basis of an outline travel plan but would require a formal one to be submitted.
- Explained that with regard to surface water drainage, when the conditions are discharged the developer would consult the lead local flood authority which looked at the wider context of the development as a whole. The applicant had connected to the wider development and maintenance and access was secured by condition.

- Provided clarification regarding the gate to the staff carpark. A Member expressed concern that if it was not controlled at opening and closing time of school it would encourage parents to use it as a drop off location. Officers explained that it would be a management issue for the school and encompassed by the Travel Plan. The school was aware of the Highway Authority's concerns and therefore an informative had been drafted as part of the report that clearly set out how access should be controlled. Officers were confident that the gate could be successfully managed through the Travel Plan. The school had been designed on the basis of its intake of children living on the wider development and those children arriving from further afield would most likely use the park and ride car park which was more convenient and there was an attractive footpath route to the school.
- Explained that the comments from CamCycle related to areas outside of the red line boundary for the school planning application site and had therefore been addressed by the wider development. Officers explained further that the guidance referred to by CamCycle came into effect a month later than the crossing was granted under the permission for the wider site. Crossing points should be installed when traffic moved at high flows and high speeds. Officers were of the view that the route did not represent high flow and it was unlikely to be high speed. The lack of a controlled crossing allowed cyclists to maintain momentum and cross carefully. What CamCycle was requesting was not necessarily an appropriate solution and would not be in the context of the wider development.

The Chairman invited Mrs Lisa Skinner, agent for the applicant to address the Committee. Mrs Skinner began by highlighting the importance of the school and nursery to the infrastructure of the wider development. Extensive work had been undertaken since the decision of the JDCC to refuse planning permission to mitigate concerns; specifically regarding the access strategy for the site and the sustainability of the building. The work resulted in a new application being submitted on the main master plan of the development which was approved earlier in the year. The application also updated internal access design. The building had been designed to a high standard regarding sustainability to receive a good rating. The school integrated with the market square and provided a focal point and would fully integrate with future buildings. South Cambridgeshire District Council's Urban Design Officer strongly supported the application and the Quality Panel acknowledged the improvements that had been made to the application.

Mrs Skinner informed the Committee that the school would be intending to close the gates 30 minutes before and after the opening and closing of school and would form part of the Travel Plan.

In response to Member questions Mrs Skinner confirmed that the application was entirely separate to any proposed development at Marshalls Airfield.

Local Member Councillor John Williams had been invited to address the Committee. However, the clerk informed Members that he had been unable to attend.

During debate of the application Members:

- Commented that the application was sensible, with one area of concern that was outside of the red-line boundary. There was therefore no reason for refusal of the application.
- Supported and welcomed the approach to imaginative play set out within the application.
- Noted the concern of the JDCC regarding conflict between different modes of transport and having carefully assessed the modifications to the application and noting that the site was not without constraints would be supporting the application.

Officers drew attention to informative 7 contained on page 43 of the agenda pack and suggested with the approval of the Committee that it be amended to make reference to the pedestrian gate being opened but the car access being closed. The Committee indicated its support for the amendment.

It was proposed by Councillor Kindersley and seconded by Councillor Hunt that the recommendation be put to the vote.

It was resolved unanimously:

That permission is granted subject to the conditions set out in Appendix A to these minutes and the amendment of Informative 7.

111. Summary of decisions made under delegated powers

The Committee considered a summary of decisions made under delegated powers.

It was resolved unanimously to note report.

Chairman

ALTERATIONS TO ENTRANCE INCLUDING NEW DOORS, WINDOW AND CANOPY, ERECTION OF A SINGLE STOREY REAR EXTENSION, PATH, ADDITIONAL CAR PARKING SPACES AND INTERNAL REMODELLING WORKS TO ALLOW THE CHANGE OF USE FROM A LIBRARY STORAGE DEPOT AND OFFICE TO REGISTER OFFICE FOR REGISTERING BIRTHS, DEATHS AND STILL-BIRTHS, DEALING WITH LEGAL PRELIMINARIES FOR CEREMONIES; CONDUCTING CEREMONIES AND ASSOCIATED FUNCTIONS.

At: Roger Ascham Library Depot, Ascham Road, Cambridge, CB4 2BD.

Applicant: Cambridgeshire County Council

Application Number: CCC/20/020/FMW

To: Planning Committee

Date: 28 January 2021

From: Assistant Director, Environment and Commercial

Electoral division(s): Arbury

Purpose: To consider the above planning application

Recommendation: That permission is granted subject to the conditions set out in paragraph 11.1

Officer contact:

Name: Dallas Owen

Post: Development Management Officer (Strategic and Specialist)

Email: [Link to the email address for Dallas Owen](#)

Tel: 01223 714722

1. Introduction / Background

- 1.1 The Roger Ascham pavilion building, the building subject of this application, formed part of a wider school site that was built in 1927 as an 'open air' school which also includes the administration building and hall; Classrooms 1, 2 and 3; Gymnasium and attached classroom that are all located to the north-west of the application site. These are also Grade II listed. The buildings were listed in 1992. Planning permission was granted in 1995 for alterations and extensions to existing buildings to provide new office accommodation and facilities for the County Libraries Services. A further permission was granted in 2006 for the removal of existing front boundary fence and gates and replacement of existing porch.
- 1.2 On 2 July 2020, a paper was taken to the Communities and Partnership Committee. This paper explained the operational changes that are required to support the growth and strategic direction of the library service, and as a consequence the need of the library service that is responsible for stock and resources across the district to vacate the Roger Ascham site (potentially leaving this building redundant moving forward) and re-locate the library distribution centre to the Lakes Business Park in St Ives. The new location in St Ives was chosen as it will provide easy road access to all libraries across the County, it meets the size requirements of the service, and it is a property that is available to purchase, giving the council an asset that can be realised at some point in the future.

2. The Site and Surroundings

- 2.1 The site is 0.26 hectares (0.64 acres), and is located to the north-east of Ascham Road at the junction with Gurney Way. The site is currently used as a library storage depot and offices within a building on a v-shaped footprint (the bottom of the 'v' is opposite the Gurney Way junction). There is off-road parking within the site frontage. Vehicular and pedestrian access to the site is via Ascham Road in the west corner of the site, opposite the residential properties 17 and 19 Ascham Road. The site is surrounded by residential development and an educational use to the north-west.
- 2.2 The original pavilion building facing onto Ascham Road is of single-storey hipped-roof design with large areas of glazing on a red brick plinth. The pavilion building was formerly used as a double classroom for the Roger Ascham School and is Grade II listed. The listing includes the original 1927 pavilion building and the later extension to the north-east; with internal features of the panelled folding partitioned panelled and glazed door between the two classrooms and the parquet flooring included within the listing description. The listing does not include the railings along the site frontage or any other structures within the curtilage. Alongside the original pavilion there are modern flat roof extensions. The front boundary of the site is defined by metal railings, and to the side and rear boundaries there is a mix of 1.8 metre (5.91 feet) high close-boarded fencing and hedge plants. Within the site frontage there is a grassed area and a fruit tree and hard-surfaced area for parking. There is a mature Magnolia tree situated immediately to the rear of the building that has statutory protection in the way of a Tree Protection Order (Cambridge City TPO ref:22/92 where the Magnolia is T7 of the 9 trees protected under the Order).
- 2.3 The application site is not located either within or adjacent to a Conservation Area. The application site is located in Flood Zone 1 which means it is at low risk of flooding.

3. The Proposed Development

- 3.1 The proposal includes both internal and external works to the building, to facilitate the change of use from a library depot to a Register Office and ceremony room which will be relocating from Castle Lodge at Shire Hall. The external works involve: a single-storey extension to the rear of the building to accommodate the reception / waiting area; removal of the ramp at the front entrance; rendering of the bricks; replacement windows; and an increase in car parking. The extended building has a proposed footprint of 547 square metres (654.21 square yards) with approximately half for the Register Office (B1 use class) and half for the Ceremony rooms (D1 use class). This application will consider the external works in terms of their impact upon the setting of the listed building, as well as the principle of the proposed change of use.
- 3.2 There are presently 23.5 existing employees (full-time equivalent). It is proposed that there will be a further 9.8 proposed employees (full-time equivalent).
- 3.3 The existing off-road parking provision within the site is 16 car spaces, 4 light goods vehicles spaces, and 14 cycle spaces. It is proposed that the off-road parking provision within the site will be 27 car spaces which includes 2 disabled parking bays and 4 staff parking bays. The cycle provision will remain at 14 cycle spaces. The uncovered 6 bay cycle parking is to be located near to the front entrance of the building, and as a response to the concerns raised by the Environmental Health Officer and neighbours by removing the need for any visitors to go into the garden area at the rear of the building, the proposed covered 8 bay cycle parking is to be located in the eastern part of the site (near to the secure gate that provides restricted access to the rear of the site).
- 3.4 Registration appointments for births, deaths, still births and legal civil preliminaries will be open to the public between 09:30-16:00 on an appointment only basis Monday-Friday; and for office staff between 08:30 to 18:00 hours.
- 3.5 Ceremonies including private citizenship will be held on Tuesday / Wednesday between 09:30-12:00 noon; Thursday / Friday between 09:30-16:15 (on Fridays 09:30-12:00 noon off-peak); Saturdays 10:00-17:45; and on Sundays the building will be closed to the public. On Saturdays / Sundays and Bank holidays registrars will be able to access the premises to collect/drop off paperwork between 08:30-18:00 hours.
- 3.6 The Listed Building Consent application is currently under consideration with Cambridge City Council (Greater Cambridge Planning) under planning reference 20/01446/LBC. The Listed Building Consent will primarily assess the impact of the internal changes and any alterations to the fabric of the building. The internal works include new films to be attached to the toilet windows and new wall partitions to be inserted.
- 3.7 As a response to the concerns raised by the Environmental Health Officer and neighbours by removing the need for any visitors to go into the garden area at the rear of the building the site layout has been revised to relocate the photographic area from the rear of the site to an enclosed landscaped area opposite the main entrance adjacent to the west boundary, and the proposed rear elevations have been redesigned so that there are windows only (no doors) facing onto the rear garden. The application is also supported with the necessary assessments to allow the proposed development to be fully considered, including the addition of a noise assessment at the request of the Environmental Health officer (EHO).

4. Planning History

4.1 The relevant planning history is set out in the table below:

Application reference number (Cambridgeshire County Council reference unless otherwise specified):	Description of proposal:	Decision date:
C/00840/94/CC	Alterations and extensions to existing buildings to provide new office accommodation and facilities for County Libraries Services.	Granted 26/01/1995
C/00841/94/CC	Alterations and extensions to existing building to provide new archive repository search room and associated accommodation.	Granted 26/01/1995
Cambridge City ref: 06/0181/LBC	Removal of existing front boundary fence and gates. Installation of new fencing and gates in a similar style but to a height of two metres and replacement of existing porch (Grade II listed building).	Granted 03/04/2006
Cambridge City ref: 06/0190/CCM	Replacement of existing boundary fencing and existing porch.	Granted 16/05/2006
Cambridge City ref: 12/0499/LBC	Renovation and repair to the external building fabric, including the creation of 3 new external doorways and revisions to the internal layout of the main and vocational buildings, associated external works including hard standing and fencing to the car park and easterly boundary.	Granted 15/06/2012
Cambridge City ref: 14/1823/FUL	Removal of the existing blue/black fibre cement slates to the double classroom building and to recover the roof with a more appropriate roofing tile.	Granted 27/01/2015
Cambridge City ref: 14/1824/LBC	Listed building consent to remove the existing blue/black fibre cement slates to the double classroom building and to recover the roof with a more appropriate roofing tile.	Granted 26/01/2015
Cambridge City ref: 20/01446/LBC	Alterations to entrance including new doors, windows, rendered walls and canopy. Erection of a single storey rear extension and internal remodelling works.	Under Consideration and linked to this application for listed building approval.

5. Publicity

5.1 This planning application has been subject to consultation and advertised via the standard consultation letters, statutory press notice and the display of a site notice in accordance

with Article 15 of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

- 5.2 A site notice was put up on 14 April 2020. Occupiers of properties adjacent to the application site were notified by letter on 13 March 2020. The application was advertised in the Cambridge News on the 23 March 2020.
- 5.3 Following receipt of the amended site layout, re-consultation with interested parties were notified by email on 24 November 2020.

6. Consultation responses

- 6.1 The following paragraphs provide a summary of the consultation responses received from statutory consultees, and have been separated out to show the comments received as part of the initial public consultation undertaken, followed by comments received in relation to the re-consultation following the additional information provided by the applicant:
- 6.2 Cambridge City Council (Greater Cambridge Planning): includes the views of planners and their Environmental Health Officer, Conservation Officer, Landscape Officer, Tree Officer, and Access Officer as consultees: - No objection subject to planning conditions.

Cambridge City Council - Environmental Health: No objection to revised proposals. Originally objected to the proposals on the grounds of insufficient information to be able to adequately assess the implications to amenity such as noise. However, on receipt of further information, the EHO confirmed that the development proposed is acceptable subject to the imposition of the following conditions/informatives:

- Restricting hours of use of the venue to those applied for;
- Requiring doors and windows opening onto external areas to be closed during the playing of music (amplified / unamplified) and / or amplified voice inside during ceremonies and functions;
- The prohibition of the playing of amplified music / use of amplified voice outdoors;
- Provision of a Noise Management Plan;
- Building noise insulation scheme to be agreed;
- No internal and external plant/machinery/equipment to be installed until a noise assessment and any noise mitigation has been agreed;
- Prohibiting the use of the rear garden by visitors; and
- External Lighting scheme to be agreed.

Cambridge City Council (Greater Cambridge Planning) - Conservation: No objections subject to conditions regarding material details, junction details, window details, internal shutter details, and brick wall repairs following the removal of the ramp. Following the submission of the revised layout, a further condition regarding fencing/trellis/pagoda joinery details has also been recommended.

Cambridge City Council (Greater Cambridge Planning) - Landscape: No objection is raised on the revised proposals. Originally raised a holding objection to: the parking layout including the need for tracking to be submitted; the high number of parking spaces contrary to policy; and the requirement of further information to demonstrate sufficient space for the planting scheme. However on receipt of further information from the applicant, including tracking information for bays 20/21 and staff parking bays 1 and 4, the Landscape Officer confirmed that whilst there were still reservations about the staff parking area from the risk associated with reversing from the staff parking bays in terms of building strike and vehicle strike these could not be designed out any further and therefore must be weighed against other material planning considerations; and confirmed that the remaining concerns had been adequately responded to and therefore withdrew all objections.

Cambridge City Council - Tree: No objections subject to replacement planting conditions.

Cambridge City Council (Greater Cambridge Planning) - Access: The following points have been raised:

- a) There needs to be 2 blue badge parking spaces.
- b) This building should have a Changing Places toilet.
- c) Double doors should be asymmetrical with one leaf being a minimum 850mm or powered.
- d) Seating in waiting area should be of various heights and with and without arms there should be space for wheelchair users.
- e) Rooms need hearing loops.
- f) Signage needs tactile information.
- g) Decor must aid visually impaired people.

- 6.3 CCC Ecology: No objection subject to planning conditions. Initially raised an objection as insufficient information had been provided to demonstrate the level of impact on a European protected species (bats). Following the submission of Bushnell, H. (2020) Ecological Appraisal – Building Inspection Roger Ascham Library Site, Cambridge [TL 4548 6001] (ref. CAMB001), CCC Ecology remove the previous objection to the proposed development, subject to conditions to secure the implementation and management of the bird and bat boxes, and the tree and hedgerow maintenance as set out in section 11 of the approved Landscape and Biodiversity Enhancement Management Scheme.
- 6.4 CCC Highways Development Management Team: No objection. The County Highways officer responded that no significant adverse effect upon the Public Highway should result from this proposal; and that the submitted Traffic Management Plan is acceptable to the Highway Authority. In relation to the revised site layout and the tracking information provided they confirmed that whilst the proposed parking bays 20/21 and staff parking bays are constrained, they are not impractical and likely to be used given the level of on street parking controls in the area. Subject to planning conditions to control the timing and weight of construction traffic around school hours, alongside adherence with the approved Traffic Management Plan then no objections are raised.
- 6.5 CCC Transport Assessment (TA) Team: No objection, subject to planning conditions. The TA team is requiring a Travel Plan to be agreed with the County Council prior to occupation

and subsequent to implementation; and the provision of covered cycle parking spaces. No further comments on the revised site layout were supplied, although they liaised with Highways Development Management colleagues to ensure they were content with the tracking information provided and confirmed that 8 covered parking spaces, rather than the 9 referred to in their June and August response, were supported.

6.6 CCC Public Health: No objection.

6.7 Police Crime Prevention Design Team (CPDT): Support the application. CPDT have reviewed all documents and drawings. CPDT is happy to be contacted if security arrangements need to be reviewed as part of this Change of Use. The CPDT would always recommend PAS 24-2016 for all replacement windows standard and external doors – front entrance doors that would require more volume of use, and would always recommend LPS1175 standards. No further comments.

6.8 Cambridgeshire Fire and Rescue Service: No comments to make.

7. Representations

7.1 The following representations have been received (in summary):

7.2 Six individual representations (two from the same address) have been received, objecting to the application in relation to the originally submitted proposals. A summary of their objections and comments is below:

- Noise disturbance upon residents;
- The location of the proposed use is not suitable;
- Danger to pedestrians, especially school children due to increased traffic volume;
- Insufficient space for car parking;
- The removal of the TPO tree should not be removed;
- Parking opportunities will decrease for local residents;
- Traffic data should be submitted to address the parking concerns;
- No site notice was advertised for the application;
- Lack of consultation for local residents;
- Issues regarding submitting comments;
- Closure of Shire Hall;
- Noise/disturbance upon events by neighbouring school children;
- The lawned area to the front would be a significant loss with the additional car parking;
- Cycle parking would need to be covered and should also be relocated nearer to the front to allow easy access as opposed to being tucked in one of the corners;
- There are two trees on and near the frontage of the site which are not included within the Arboricultural Impact Assessment. These trees should be retained;
- More trees and hedge should be planted within the site to provide more privacy and reduce noise to neighbouring properties; and
- Railings along Ascham Road should be retained.

- 7.3 As a response to the re-consultation on the revised site layout in November, One individual representation has been received, raising concerns about external lighting and the need for this to be controlled if planning permission is granted.
- 7.4 A copy of the full representations will shared with members of Planning Committee one week before the meeting.

8. Planning Policy

- 8.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. In dealing with this application the Council will also be obliged to consider s.66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, that places a general duty to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. The relevant development plan policies are set out in paragraph 8.4 below.
- 8.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies and how these are expected to be applied. At its heart is a presumption in favour of sustainable development (paragraph 11). It states that for decision-taking this means:
- approving development proposals that accord with an up to date development plan without delay; or
 - where there are no relevant development plan policies, or the policies which are most relevant for determining the application are out of date, granting permission unless:
 - i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of this Framework taken as a whole.
- 8.3 The following paragraphs within the NPPF are considered to be particularly relevant to this application:
- Paragraph 2 - Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan, and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.
 - Paragraph 7 - The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

- Paragraph 8 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):
 - a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- Paragraph 91 - Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:
 - a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;
 - b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and
 - c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.
- Paragraph 92 - To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:
 - a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local

services to enhance the sustainability of communities and residential environments;

b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;

c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;

d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and

e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

- Paragraph 102 - Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

- Paragraph 109 - 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.

- Paragraphs 127 - Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
 - d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
 - e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
 - f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- Paragraph 170 - Planning policies and decisions should contribute to and enhance the natural and local environment by:
 - a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);
 - b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;
 - c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;
 - d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
 - e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and
 - f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

- Paragraph 189 - In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.
- Paragraph 196 - Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

8.4 Cambridge City Local Plan (2018)

The following policies are of particular relevance:

Policy 1: The presumption in favour of sustainable development;
 Policy 31: Integrated water management and the water cycle;
 Policy 32: Flood Risk;
 Policy 34: Light pollution control;
 Policy 35: Protection of human health and quality of life from noise and vibration;
 Policy 36: Air quality, odour and dust;
 Policy 55: Responding to context;
 Policy 58: Altering and extending existing buildings;
 Policy 59: Designing landscape and the public realm;
 Policy 61: Conservation and enhancement of Cambridge's historic environment;
 Policy 70: Protection of priority species and habitats;
 Policy 71: Trees;
 Policy 72: Development and change of use in district, local and neighbourhood centres;
 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; and
 Appendix L Car and Cycle parking standards.

- 8.5 Cambridge City Council and South Cambridgeshire District Council are in the process of working together to prepare an updated joint Local Plan for the Greater Cambridge area. Consultation ended in February 2020 on the Greater Cambridge Local Plan – The First Conversation. This document sought to ask about the kind of place residents and businesses want Greater Cambridge to be in the future. It explored the 'big themes' – climate change, biodiversity, social inclusion and great places – that will influence how homes, jobs and infrastructure are planned, and where growth might go. They have processed the large volume of feedback and comments they have received and prepared a report on the consultation results and key findings, that was taken to their Members in June 2020.

8.6 At present this emerging plan is at a very early stage and the timetable for plan making was agreed in line with the above report, and published in the Council's Local Development Scheme (LDS) which took effect on 13 July 2020. The LDS states that the next stage of development for the emerging Local Plan is the Preferred Option Consultation that is planned for Summer / Autumn 2021. As such, at this very early stage of plan making there are currently no emerging policies that need to be considered in relation to this planning application.

8.7 Relevant Supplementary Planning Guidance:

Greater Cambridge Sustainable Design and Construction SPD (2020).

9. Planning Considerations

9.1 The main planning considerations relate to the principle and justification of need; design and impact on the listed building and its setting; highways/parking impact; impact on neighbour amenity; impact on trees; air quality; climate change; and access.

Principle of Need and Justification

9.2 The application is supported by a Regulation 3 letter from the Cambridgeshire County Council Interim Head of Property which explains that the change of use to a Register Office from the current use as a library depot is needed for the strategic operational requirements of the County Council owing to the imminent disposal of Shire Hall and Castle Lodge (the current location of the Register Office on the Shire Hall site), the future occupation of the modern headquarters (currently under construction), and the provision of 'Spokes' locations across the County in addition to re-purposing County Council buildings in and around Cambridge City to support front facing service delivery. This also sits alongside the changes being made to the library service that have been acknowledged in paragraph 1.2 of this report.

9.3 The Cambridgeshire Register Office Service, which includes the current Cambridge facility, provides customers with core statutory services around official recording of key events - birth and death registrations; marriage ceremonies, civil partnerships and provision of copy certificates; in addition to non-statutory services such as naming and renewal of vows ceremonies.

9.4 Capacity in any of the Council's other register office locations is insufficient to host the Cambridge service owing to the demand for ceremonies in this area. Without a presence in the Cambridge City area, there would be a gap in service provision which the General Register Office would challenge. Roger Ascham library depot has been identified as requiring changes to align with organisational needs and accommodate staff and County Council services relocating from Castle Lodge (Shire Hall).

9.5 In principle it is considered by planning officers that the proposed change of use, to a register office, within the context of the site and wider area is an acceptable and complementary use that goes to the heart of sustainable development principles, with the right mitigation measures in place to make the development acceptable. As such the change of use is considered acceptable and compliant with the NPPF and policy 72 of the

Cambridge Local Plan 2018. However, whilst the principle in planning policy terms is considered to be acceptable, this needs to be balanced alongside other material planning considerations considered further below.

Design and impact on the listed building and its setting

- 9.6 The proposed flat-roof single-storey extension (a triangular footprint of approx. 12.5 square metres / 14.95 square yards) to the north (rear) of the listed pavilion building, to accommodate the reception / waiting area, is considered acceptable in the context of the existing building which consists of the listed pavilion and flat-roof single-storey wings to the north (rear) and east (rear); removal of the ramp at the front entrance; rendering of the bricks; replacement windows; and an increase in car parking.
- 9.7 The proposed removal of the access ramp and handrails at the front entrance to the west (side) of the listed pavilion building; and the new flat-roof entrance canopy between the listed pavilion building and the flat roof wing to the north (rear) are also considered acceptable in the context of the existing building. These parts are not included in the listing, and the existing entrance on the west side of the building has not been very well maintained with the timber boarding above the doors showing signs of wear and tear. The new canopy is considered by both planning and heritage officers to be a good indicator of the entrance and the aluminium door set will be a finer detail than the existing heavy timber doors. However, care will need to be taken when the ramp is removed, to ensure that there is no damage to the wall. These elements will be further assessed under the Listed Building application ref: 20/01446/LBC by Cambridgeshire City Council (Greater Cambridge Planning Team), which is why we have worked with colleagues from the Greater Cambridge Planning Team to ensure consistency between the two planning applications.
- 9.8 Within the site there already exists a large area of hardstanding. The proposal includes additional hardstanding for vehicles at the front of the site to accommodate 27 vehicle parking bays (inclusive of 2 disabled bays and 4 staff parking bays). The uncovered 6 bay cycle parking is to be located near to the front entrance of the building, however as a response to the concerns raised by the Environmental Health Officer and neighbours by removing the need for any visitors to go to the rear of the building the proposed covered 8 bay cycle parking is to be sensitively located in the eastern part of the site (near to the secure gate that provides restricted access to the rear of the site) to the front of the listed building, ensuring that the views from Ascham Road and the setting of the listed building are not harmed by minimising prominent visible clutter within the site frontage. The proposed extension to the rear of the building is considered to be acceptable in the context of the existing building; and the revised location of the doors on the north-west elevation will have no impact on the listed building or its setting.
- 9.9 The proposed area for photographs is away from the listed building on this site, but adjacent to the main building of the adjacent school, which is also a grade II listed building. In principle there are no objections from planning or heritage officers to this relocation of the photograph area, but details of the fencing, trellis and the pagoda will need to be conditioned so that the design and materials can be agreed in the interests of avoiding harm to the special interest of the listed buildings. A condition will be imposed to ensure this (see draft condition 5).

- 9.10 Whilst it is acknowledged that the proposed extensions and external works and alterations will have an impact on the setting of the listed building (Section 196 of the NPPF), it is considered that these changes are considered to be on the lower end of less than substantial harm to the setting of the listed building. As such it is considered that the benefits of repurposing a listed building including the sensitive external alterations and extensions that have had special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses (s.66 of the Planning (Listed Buildings and Conservation Areas) Act 1990); the provision of off-street parking within a Controlled Parking Zone (CPZ) area; and inclusive access within the curtilage for all users, outweigh any harm.
- 9.11 The extension and other associated external works to the building to facilitate the change of use in the context of the listing building and the impact on its setting are considered acceptable by planning officers with the advice of the City Council's Conservation Officer and compliant with s.66 of the Planning (Listed Buildings and Conservation Areas) Act 1990; paragraph 196 of the NPPF; and policies 58 and 61 of the Cambridge Local Plan 2018.

Highways/Parking Impact

- 9.12 The area of hardstanding within the site currently provides off-road parking provision for 16 car spaces, 4 light goods vehicles spaces, and 14 cycle spaces. For the proposed change of use which consists of Register Office (B1 use class) and ceremony venue (D1 use class), 22 parking spaces would be required under the Cambridge City Parking Standards. The cycle standards for the Register Office (B1 use) and ceremony venue (D1 use) would require 13 spaces in total. Within the transport statement, the evidence presented by the applicant team suggested that 30 car parking spaces would be needed to accommodate the development's parking needs without overspill onto the local highway network.
- 9.13 The Transport Assessment Team; and Highways DM Team have both confirmed that the proposal does not raise any additional transport concerns. The County Planning Authority (CPA) do acknowledge that concerns have been raised regarding highway safety and the safety of children attending the nearby school. There are also concerns raised regarding the number of car parking spaces proposed, as well as the location and features of the cycle parking.
- 9.14 As a result of comments received, the Applicant submitted a revised site layout plan reducing the number of parking spaces to 27 (inclusive of 2 disabled bays and 4 staff parking bays) to ensure that all the parking spaces to be used by visitors within the site could manoeuvre and leave the site in forward gear in the interests of highway and pedestrian safety. It should be noted that this is still an over allocation by 5 car parking spaces as set out in paragraph 9.12 above. It is acknowledged that the 4 staff parking bays are required and on the basis of their design are not ideal in terms of access constraints and reversing, however as all the manoeuvring is accommodated within a private site and tracking has been provided to demonstrate that this can be done safely, it is considered that this arrangement is acceptable as these spaces would be occupied prior to any visitors accessing the site and vacated after any visitors have departed the site.
- 9.15 In addition to car and cycle parking proposals set out above, the location of the building is such that there are safe and direct routes for walking and cycling with the surrounding

residential areas, and there are bus stops located on Milton Road (the nearest being approx. 4 minute walk away from the site) serving bus routes 9/9X, The Busway B and C, and Park and Ride; and on Gilbert Road (approx. 5 minute walk away from the site) which serves the Citi 1 and Citi 8; and 8H Histon Road Shuttle. The bus services that are undertaken in an area reasonable to the proximity to the site for inclusion in the Travel Plan include:

- 9: Cambridge-Waterbeach-Ely-Littleport-Chatteris;
- The Busway B and C: Cambridge-Longstanton-St Ives-Huntingdon;
- Park and Ride: Cambridge and Milton (noting the inbound and outbound routes are different which would lead to the use of different bus stops for this option); and Citi 1: Fulbourn-Cherry Hinton-Addenbrookes-City Centre-Arbury (includes Cambridge Central train station on the route approx. 22 minute bus journey from Gilbert Road).

- 9.16 Whilst officers have considered the objections raised and undertaken additional meetings with transport colleagues to understand their professional views on these matters, the proposed change of use is unlikely to raise any additional transport concerns and whilst it is acknowledged that the proposed car parking is above the level set out in the adopted development plan the reason for this is considered acceptable and broadly compliant with policies 80, 81 and 82 and Appendix L of the Cambridge Local Plan 2018.

Impact on neighbour amenity

- 9.17 The hours of use set out on the application form seek permission to be open to the public for the registration for births, deaths, still births and legal civil preliminaries, on an appointment only basis, between 09:30-16:00 Monday-Friday; Ceremonies including private citizenship on Tuesday / Wednesday between 09:30-12:00 noon; Thursday / Friday between 09:30-16:15 (on Fridays 09:30-12:00 noon off-peak); Saturdays 10:00-17:45; and on Sundays the building will be closed to the public. These proposals are considered by the applicant team to balance the needs of the service, whilst also taking account of the need to respect the amenity of neighbouring school and residential uses.

- 9.18 Nonetheless, the City Council's Environmental Health Officer (EHO) requested additional information to allow him to fully understand the proposals and any impacts or mitigation measures that needed to be taken into account. This included the need for a noise assessment, to be submitted. The Noise Impact Assessment prepared by Cole Jarman 20/0281/R1, dated 23 July 2020 was submitted by the applicant on 24 July 2020. Following a site visit by the Environmental Health Officer, the applicant carried out a redesign. The amended details are represented by the following:

- [Proposed] Site Plan, Drawing no. NPS-00-00-DR-A-()-010, Revision P10 by NPS Group, dated 06.01.21, received 06/01/2021;
- Plans as Proposed Elevations as Proposed, Drawing no. NPS-DR-A-()-102, Revision P11 by NPS Group, dated 25.11.20, received 25/11/2020;
- Ground Floor Plan Showing Alteration Works, Drawing no. NPS-DR-A-()-103, Revision P7 by NPS Group, dated 25.11.20, received 25/11/2020; and
- Planning/Supporting Statement (inc Design and Access Statement) by NPS Group, dated November 2020 (v3), received 24/11/2020.

The following important design alterations of importance in terms of noise control include:

- Exit door to the ceremony room has been relocated to the north-western façade of the premises. There is no need for visitors to access the rear garden of the premises;
- The photography area (previously located in the rear garden) has been moved to the western boundary of the site;
- A 2.4 metre (13.12 feet) high fence with trellis and gate are now proposed between the photography area and the rear garden;
- The rear garden has essentially been closed off to visitors;
- There is no access from the ceremony waiting room and reception area to the rear garden. Additionally, it is noted that any ceremony attendees will exit the ceremony room via the door on the northwest façade and make their way to the photography area without the need to access the rear garden; and
- The proposed new location of the photography area is less sensitive in terms of noise impacts than the rear garden, as the increased distance between the rear garden and the external photography area combined with the 2.4 metre (13.12 feet) high fence between the two is considered to offer adequate noise attenuation.

9.19 Consideration of residential amenity and potential conflict with school users has also been assessed by statutory consultees in relation to both the proposed construction operations and use of the facility, and where necessary additional information has been sought. In a similar way to noise considerations discussed above it is possible to control the type and hours of use (both during and post construction), numbers of ceremonies and controls over access to external areas etc. to ensure that the mixture of uses can work together if planning permission is granted, with appropriate measures in place if any concerns are raised in the future (see draft conditions 6 to 13).

9.20 The change of use is unlikely to have an unacceptable impact on neighbour amenity subject to the proposed planning conditions set out above and as such is considered to be acceptable in planning terms and broadly compliant with policy 35 of the Cambridge Local Plan 2018.

Impact on trees

9.21 The mature Magnolia tree that has a tree preservation order (TPO), as referred to in paragraph 2.2, is situated immediately to the rear of the building. The magnolia tree can be seen from the public domain on Ascham Road, with part of the crown visible beyond the flat roof entrance and hipped roof of the listed pavilion building.

9.22 There are comments raised regarding the loss of the TPO tree to the rear of the site, as well as concerns regarding the lack of proposed trees and potential loss of others nearby. Whilst the loss of the Magnolia tree is regrettable, there are trees in both the foreground and background of the application site that provide visual amenity to the immediate and wider area. The Cambridge City Council Tree Officer has been consulted on the application and has raised no objections to the removal of the Magnolia tree to facilitate development, subject to conditions requesting replanting. The submitted plans show that replacement tree planting is proposed to the rear of the building (see draft condition 19), with appropriate landscaping to ensure that there is a net gain in biodiversity. With the imposition of draft

condition 19 officers consider the proposal to be in accordance with policies 61 and 70 of the Cambridge Local Plan 2018.

Air Quality

- 9.23 The Greater Cambridge Sustainable Design and Construction SPD (2020) defines the requirements for electric vehicle (EV) charge point provision for all new developments that will have / introduce car parking provision. In relation to air quality all new developments require the provision of both active (slow, rapid and fast) and passive EV charge points provision where car parking is to be provided. For existing (non-residential) car parks serving premises that are due to undergo extension / upgrading, the Cambridge City Environmental Health officers' would usually expect at least 1 rapid charge point to be installed as part of the development, in line with guidance set out in the SPD.
- 9.24 Nonetheless, it is also acknowledged by Cambridge City Environmental Health officers' that visitors to the venue will only be on-site for short periods of time. Therefore, the Applicant would need to justify that such requirements would be disproportionate when considering the proposals, to be considered by Cambridge City Air Quality officers.
- 9.25 Further information supplied by the applicant team states that "Visitors to the Cambridgeshire Register Office will be on-site for short periods of time, typically between 20 to 45 minutes. Usage of an electric vehicle (EV) charge point at the site would not be optimal and would be restricted in line with the duration of the appointment/ceremony. There are however external power points currently on the site for the heaters in the mobile library vehicles. The intention would be to explore if it would be economical and beneficial to convert these given the limited time that visitors would be on site".
- 9.26 Cambridge City Environmental Health Officer has confirmed that there are no concerns regarding the potential air quality impacts of this development. The location sits outside the City's Air Quality Management Area (AQMA) and the number of vehicles forecast to enter and leave the site on a daily basis is not substantial enough to cause significant increases in the long or short term Air Quality Objectives for either particulates or nitrous oxides nor is it envisaged that there will be a detrimental impact on the AQMA. Irrespective of this, Cambridge City Environmental Health Officers' would always recommend the promotion, by applicants, of alternative forms of transport / travel to and from the site in order to ensure that any kind of impact is minimised. In addition, it is acknowledged by the Cambridge City Environmental Health Officer that visitors to the premises will be on-site for short periods of time and therefore, the provision of an EV charge point scheme for this particular development is unlikely to be viable given the short durations spent on-site. As such, the Cambridge City Environmental Health Officer will not seek further information on this aspect of the development. Notwithstanding this, it is understood that there are external power points currently on the site which power the heaters on the mobile library vehicles. It is noted by the Cambridge City Environmental Health Officer that the intention will be to explore whether it will be economical / beneficial to convert these for use as EV charge points, which is welcomed.
- 9.27 The change of use and associated vehicular movements are unlikely to raise any additional air quality concerns and whilst it is acknowledged that it would not be reasonable to require EV charging points for the visitors owing to the limited time that visitors would be at the site, on balance, as the site provides for cycle parking and is in a sustainable location with

access to bus routes, the proposal is considered acceptable and broadly compliant with policy 36 of the Cambridge Local Plan 2018.

Climate Change

- 9.28 Whilst it is acknowledged that a change of use and small extension / alterations proposed within this planning application do not trigger the climate change policies set out in the Cambridge Local Plan 2018; on the basis that the County Council declared a climate change emergency in May 2019 and are seeking through other committees to reduce the Council's carbon footprint in line with the Council's Climate Change and Environment Strategy that was approved by Full Council in May 2020, officers have considered it appropriate to include this assessment in their planning balance. The current buildings are already utilised by the County Council and the energy usage is taken into account in the Council's carbon footprint work being undertaken by the Energy Investment Unit (EIU). Officers within EIU are aware of this proposal and it is noted that the extension and internal alterations will be undertaken through Building Regulations requirements which already seek to ensure energy efficiency measures for non-residential properties under the Nearly Zero Energy Buildings (NZEB) regulation.
- 9.29 With the additional insulation already being proposed for noise purposes and the proposed works being undertaken in line with up-to-date building regulation standards (which takes account of NZEB standards), it is considered that the works will not conflict with the Council's aspiration to reduce its carbon footprint and therefore are in the spirit of the climate change work being done by the Council.

Access

- 9.30 The Cambridge City Access Officer has commented on the application recommending several elements to aid with safe and secure disability access (as set out under paragraph 6.2 for the City Council (Greater Cambridge Planning) comments). The elements that have been requested that are material to this planning application are as follows:
- a) 2 blue badge parking spaces - which have been shown on the submitted plans;
 - b) A Changing Places toilet - which has been shown on the submitted amended plans received 24 July 2020; and
 - c) Asymmetrical double doors have been shown on the submitted amended plans received 24 July 2020.
- 9.31 With the inclusion of the above measures within the scheme it is considered acceptable and compliant with policies 58 and 80 of the Cambridge Local Plan 2018.

Other issues

- 9.32 The Cambridge City Access Officer commented on the application recommending several elements to aid with safe and secure disability access that go beyond those discussed above. This is because access points d-g set out in the relevant section under paragraph 6.2, whilst important and noted by planning officers, they are not material planning considerations and cannot be assessed as part of this planning application. Nonetheless, an informative is proposed to highlight to the applicant team the further accessibility

recommendations that should be considered outside of this planning application for the benefit of all users.

- 9.33 There are comments raised regarding the lack of advertisement associated with the application. A site notice was put up by Cambridgeshire County Council on 14 April 2020 attached to a sign post in front of the site and opposite the junction with Gurney Way; and a press notice was published in Cambridge News on 23 March 2020. This was in addition to the notice put up by the City Council, Greater Cambridge Planning Team and neighbour notification letters sent out by both Councils, so this application has been advertised in full compliance with planning legislation. Officers are content that consultation on the planning application is fully compliant with the necessary legislation.
- 9.34 Issues regarding submitting comments were also raised early on in the consideration of this planning application. This has been acknowledged and has been resolved by working jointly with officers at the City Council, Greater Cambridge Planning Team, to ensure that all comments have been shared and have been taken into account and considered as part of the officer planning balance in the consideration of both planning applications i.e. this planning application by the County Council and the listed building application (reference 20/01446/LBC) by officers of the Greater Cambridge Planning Team. It was also agreed that the listed building application (reference 20/01446/LBC) would not be determined by the Greater Cambridge Planning Team, as recommended for approval by their officers, until the change of use was approved. This was to ensure that all the concerns could be considered in one planning forum.
- 9.35 Finally, there have been comments raised with regard to the closure of Shire Hall. Whilst concerns have been noted, the business decisions of an organisation or company are not a material planning consideration. The closure and imminent disposal of Shire Hall and Castle Lodge is part of the wider strategic operational requirements of the County Council. It includes the future occupation of the modern headquarters (currently under construction at Alconbury), and the provision of 'Spokes' locations across the County to support front facing service delivery, in addition to the changes to the library service, so officers have only focused on the proposal and land use sought rather than what has led to this application.

10. Conclusion

- 10.1 This application is brought before planning committee with no statutory consultee objections and with planning conditions proposed to mitigate the concerns raised by local residents, to ensure that the use is acceptable in planning terms and capable of being controlled. Therefore, in conclusion, and in line with the considerations set out in Section 9 of this report, officers consider that the development is broadly compliant with the Cambridge City Local Plan 2018 and the principles of the NPPF, subject to the inclusion of the planning conditions set out in Paragraph 11.1 below, and should therefore be supported.

11. Recommendation

- 11.1 It is recommended that planning permission is granted subject to the following conditions:

Commencement of Development

1. The development hereby permitted shall be commenced not later than three years from the date of this permission. Within 14 days of the commencement of the development hereby approved, the County Planning Authority shall be notified in writing of the date on which the development commenced.

Reason: In accordance with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004 and in order to establish the timescales for those details provided by conditions and to enable monitoring of the development.

Approved Plans and Documents

2. The development hereby permitted shall be carried out in accordance with the application dated 27 February 2020 and the following approved drawings and documents (received 27/02/2020 unless otherwise specified) and as amended by the information approved as required by the following conditions:
 - [Proposed] Site Plan, Drawing no. NPS-00-00-DR-A-()-010, Revision P10 by NPS Group, dated 06.01.21, received 06/01/2021; plan;
 - Roof Plans as Existing Roof Plans as Proposed, Drawing no. NPS-DR-A-()-104, Revision P3, dated 18.01.21, received 19/01/2021;
 - Plans as Proposed Elevations as Proposed, Drawing no. NPS-DR-A-()-102, Revision P11 by NPS Group, dated 25.11.20, received 25/11/2020;
 - Ground Floor Plan Showing Alteration Works, Drawing no. NPS-DR-A-()-103, Revision P7, dated 25.11.20, received 25/11/2020;
 - Junction Details to Front Extension, Drawing no. NPS-DR-A-()-105, Revision P2, dated 18.01.21, received 19/01/2021;
 - Junction Details to Rear Extension, Drawing no. NPS-DR-A-()-106, Revision P2, dated 18.01.21, received 19/01/2021;
 - Security Shutter Specification (WP36 Extruded), by Cooks Blinds & Shutters Ltd, received 29/07/2020;
 - Wardale Cycle Shelter Specification, by Broxap, received 24/07/2020;
 - Soft Landscape Plan, Drawing no. HBS-DR-L-800, Revision P2, dated 19 November 2020 by Hamson Barron Smith, received 23/11/2020; and
 - Ecological Enhancement Measures – Position of X2 Bat Boxes and X2 Bird Boxes - April 2020, revision received 18/01/2021.

Reason: To define the permission and protect the character and appearance of the locality in accordance with policies 55 and 58 of the Cambridge City Local Plan (2018).

Materials

3. No brickwork is to be erected until the choice of brick, bond, mortar mix design and pointing technique have been submitted to and approved in writing by the County Planning Authority by means of sample panels prepared on site. The approved panels are to be retained on site for the duration of the works for comparative purposes, and development must take place only in accordance with the approved details.

Reason: To avoid harm to the special interest of the listed building in accordance with policy 61 of the Cambridge City Local Plan (2018).

Building Joinery

4. No new windows or doors shall be constructed in the existing building, nor existing windows or doors altered until drawings at a scale of 1:10 of details of new or altered sills, lintels, jambs, transoms, and mullions have been submitted to and approved in writing by the County Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To avoid harm to the special interest of the listed building in accordance with policy 61 of the Cambridge City Local Plan (2018).

Hard Landscaping Joinery

5. No new fencing, trellis or pagoda shall be installed until drawings at a scale of 1:20 of all such joinery has been submitted to and approved in writing by the County Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To avoid harm to the special interest of the listed building in accordance with policy 61 of the Cambridge City Local Plan (2018).

Construction hours

6. No construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

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

Collection and delivery restrictions during construction

7. There shall be no collections from or deliveries to the site during the demolition and construction stages by any vehicle with a gross weight of more than 3.5 tonnes other than between the hours of 0930 hours and 1530 hours.

All other collections from or deliveries to the site during the demolition and constructions stages shall not take place outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of nearby properties and in the interests of highway safety in accordance with policies 35, 80, and 81 of the Cambridge City Local Plan (2018).

Doors and windows

8. All external doors and windows to / serving the ceremony room and associated waiting room shall remain closed during each ceremony.

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

Building Noise Insulation

9. Prior to the operation of the premises as approved, full details of the following shall be submitted in writing to the County Planning Authority for approval:
- Final specifications of glazing to be incorporated into the upgrade of the building fabric (where proposed); and
 - The type, specification and operational details of the sound control system to be incorporated into the design of the ceremony room as detailed in Section 5.4.3 of the Planning/Supporting Statement (inc Design and Access Statement) by NPS Group, dated November 2020 (v3), received 24/11/2020.

The noise insulation scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall be maintained and retained thereafter.

Reason: To protect the amenity of adjoining and adjacent residential properties in accordance with policy 35 of the Cambridge City Local Plan (2018).

Amplified music / voice prohibition – rear garden

10. No music, either amplified or acoustic, shall be played within (or piped into) external areas of the premises. All windows and doors for the ceremony taking place shall remain closed at all times whilst music is played within the venue.

Reason: To protect the amenity of adjoining and adjacent residential properties in accordance with policy 35 of the Cambridge City Local Plan (2018).

Use of the rear garden

11. The rear garden of the premises / venue to the north east of the building as shown hatched and annotated on [Proposed] Site Plan, Drawing no. NPS-00-00-DR-A-()-010, Revision P10 by NPS Group, dated 06.01.21, received 06/01/2021 shall not be used by visiting members of the public in association with an event, and access is only to be permitted for staff and contractors.

Reason: To protect the amenity of adjoining and adjacent residential properties in accordance with policy 35 of the Cambridge City Local Plan (2018).

Hours of use – marriage ceremonies

12. Marriage ceremonies shall only take place at the venue between the following hours:

Mondays/Tuesdays/Wednesdays – 09.30hrs to 12.00hrs;

Thursdays/Fridays – 09.30hrs to 16.15hrs (on Fridays 09.30hrs to 12.00hrs off Peak);

Saturdays – 10.00hrs to 17.45hrs; and

No marriage ceremonies shall take place on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of adjoining and adjacent residential properties in accordance with policy 35 of the Cambridge City Local Plan (2018).

Noise Management Plan

13. Prior to the operation of the premises as approved, a Noise Management Plan (NMP) shall be submitted to and approved in writing by the County Planning Authority on an annual basis for the first three years of operation. The NMP shall be proactive, considerate and provide neighbour-based control with the purpose of preventing, mitigating and reducing to a minimum potential adverse noise impacts and disturbance to local residents resulting from the hereby permitted use of the property. The NMP shall include details, undertakings and procedures for (but not be limited to) the following:

- The name(s) of on-site supervisor/s responsible for the behaviour of visitors, patrons and for liaison with local residents;
- Procedure for the management and control of noise generating activities and the control of noise breakout from within the building;
- Confirmation that no music (either amplified, voice or acoustic) will be played within the external area;
- Confirmation that the NMP will be reviewed annually and implemented as per updated details;
- Procedure / responsibilities for dealing with complaints – recording / logging of complaints and response within time limits and shall include details of how the complaint was resolved;
- In the event that a noise complaint is received, the premises management will investigate the complaint and take action to establish the cause, avoid re-occurrence and inform the local authority;
- Where activities are seen to generate complaints - procedure for how the NMP will be reviewed and adapted to mitigate against these issues;
- Training of staff and/or customer to ensure awareness of noise control measures in place; and
- Any other matters that are reasonably required by the local planning authority.

The approved NMP shall be reviewed annually, be always followed and / or implemented and retained thereafter including after the period of 3 year review.

Reason: To protect the amenity of adjoining and adjacent residential properties in accordance with policy 35 of the Cambridge City Local Plan (2018).

Plant/machinery/equipment

14. No operational plant, machinery or equipment both internal and external shall be installed until a noise assessment and any noise insulation / mitigation scheme as required to mitigate and reduce to a minimum potential adverse impacts has been submitted to and approved in writing by the County Planning Authority. The scheme shall be carried out as approved and retained thereafter.

Reason: To protect the amenity of adjoining and adjacent residential properties in accordance with policy 35 of the Cambridge City Local Plan (2018).

Artificial Lighting

15. Prior to the installation of any new artificial lighting, an external artificial lighting scheme with detailed impact assessment shall be submitted to and approved in writing by the County Planning Authority. The scheme shall include details of any artificial lighting of the site and an artificial lighting impact assessment with predicted lighting levels at existing residential properties shall be undertaken (including horizontal / vertical isolux contour light levels and calculated glare levels). Artificial lighting on and off site shall meet the Obtrusive Light Limitations for Exterior Lighting Installations detailed in the Institute of Lighting Professionals - Guidance Notes for the Reduction of Obtrusive Light - GN01:2011 (or as superseded) and any mitigation measures to reduce and contain potential artificial light spill and glare as appropriate shall be detailed.

The artificial lighting scheme as approved shall be fully implemented before the use of the lighting permitted is commenced and shall be maintained and retained thereafter.

Reason: To protect the amenity of adjoining and adjacent properties in accordance with policies 34 and 59 of the Cambridge City Local Plan (2018).

Car and Cycle Parking

16. Prior to the operation of the premises as approved the twenty-seven (27) car parking spaces, eight (8) covered cycle parking spaces, and six (6) uncovered cycle parking spaces as shown on [Proposed] Site Plan, Drawing no. NPS-00-00-DR-A-()-010, Revision P10 by NPS Group, dated 06.01.21, received 06/01/2021/ shall be provided. Thereafter they shall be retained in their entirety for their specific use.

Reason: To ensure that car and covered cycle parking arrangements will be available at all times to serve the premises in accordance with policies 80, 81 and 82 of the Cambridge City Local Plan (2018).

Travel Plan

17. Prior to the operation of the premises as approved, an updated travel plan detailing the on street monitoring of Ascham Road and the surrounding streets within the Ascham Controlled Parking Zone shall be submitted to and approved in writing by the County Planning Authority.

Reason: To manage parking arrangements prior to the use commencing and to protect the amenity of nearby properties in accordance with policy policies 80, 81, 82 and 35 of the Cambridge City Local Plan (2018).

Temporary parking during construction

18. Adequate temporary facilities shall be provided clear of the highway for the parking, turning, unloading and loading of all vehicles visiting the site during construction in accordance with the Traffic Management Plan dated 24th April 2020 (May 2020 v1 received 22 May 2020).

Reason: To manage temporary parking arrangements during site works phase and to protect the amenity of nearby properties in accordance with policies 80, 81, 82 and 35 of the Cambridge City Local Plan (2018).

Landscape and Biodiversity Maintenance and Management

19. The development hereby permitted shall be constructed and maintained in complete accordance with the Landscape and Biodiversity Maintenance and Management Plan prepared by A.T. Coombes Associates Ltd, dated 20 November 2020 and the Soft Landscape Plan, Drawing no. HBS-DR-L-800, Revision P2, dated 19 November 2020 by Hamson Barron Smith, received 23/11/2020.

Reason: To ensure there is a net gain in biodiversity and in the interests of the visual appearance in accordance with policies 61 and 70 of the Cambridge City Local Plan (2018).

Replacement Planting and Seeding

20. Trees will be planted in accordance with the approved planting proposal. If within a period of five years from the date of the planting any tree, shrub, hedging or seeding fails or is removed other than in accordance with the approved details, that replacement tree, shrub, hedging or seeding, or any planted in replacement for it, is removed, uprooted or destroyed or dies, it shall be replaced by like for like replanting at the same place, unless the County Planning Authority has given prior written consent for any variation.

Reason: To require replacement trees to be approved, planted and subsequently protected, to ensure continuity of tree cover in the interest of net gain in biodiversity and visual amenity in accordance with Policies 61 and 70 of the Cambridge City Local Plan (2018).

Bat and Bird Boxes

21. Prior to the operation of the premises as approved, the bat and bird boxes identified on the Ecological Enhancement Measures – Position of X2 Bat Boxes and X2 Bird Boxes – April 2020 document received 28/04/2020, shall be installed.

An annual (winter) maintenance inspection of the bat and bird boxes shall be carried out for a minimum of five years following installation. Any damaged boxes shall either be repaired or replaced prior to the start of the next bird nesting season (March).

Reason: To ensure there the measures proposed to achieve a net gain in biodiversity are installed and maintained in accordance with Policy 70 of the Cambridge City Local Plan (2018).

Informatives

Access Officer Recommendations

1. You are advised to give consideration to the access requirements highlighted by Cambridge City Council (Greater Cambridge Planning) – Access Officer, in respect of:

- d) Seating in waiting area should be of various heights; and, with and without arms; there should be space for wheelchair users;
- e) Rooms need hearing loops;
- f) Signage needs tactile information; and
- g) Decor must aid visually impaired people.

Plant noise insulation informative

2. To satisfy the plant sound insulation condition (set out in condition 15), the rating level (in accordance with BS4142:2014) from all plant, equipment and vents etc (collectively) associated with this application should be less than or equal to the existing background level (LA90) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

Tonal/impulsive sound frequencies should be eliminated or at least considered in any assessment and should carry an additional correction in accordance with BS4142:2014. This is to prevent unreasonable disturbance to other premises. This requirement applies both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 15 minute period).

It is recommended that the agent/applicant submits an acoustic prediction survey/report in accordance with the principles of BS4142: 2014 "Methods for rating and assessing industrial and commercial sound" or similar, concerning the effects on amenity rather than likelihood for complaints. Noise levels shall be predicted at the boundary having regard to neighbouring premises.

It is important to note that a full BS4142:2014 assessment is not required, only certain aspects to be incorporated into an acoustic assessment as described within this informative.

Such a survey / report should include: a large scale plan of the site in relation to neighbouring premises; sound sources and measurement / prediction points marked on plan; a list of sound sources; details of proposed sound sources / type of plant such as: number, location, sound power levels, sound frequency spectrums, sound directionality of plant, sound levels from duct intake or discharge points; details of sound mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full sound calculation procedures; sound levels at a representative sample of noise sensitive locations and hours of operation.

Any report shall include raw measurement data so that conclusions may be thoroughly evaluated and calculations checked.

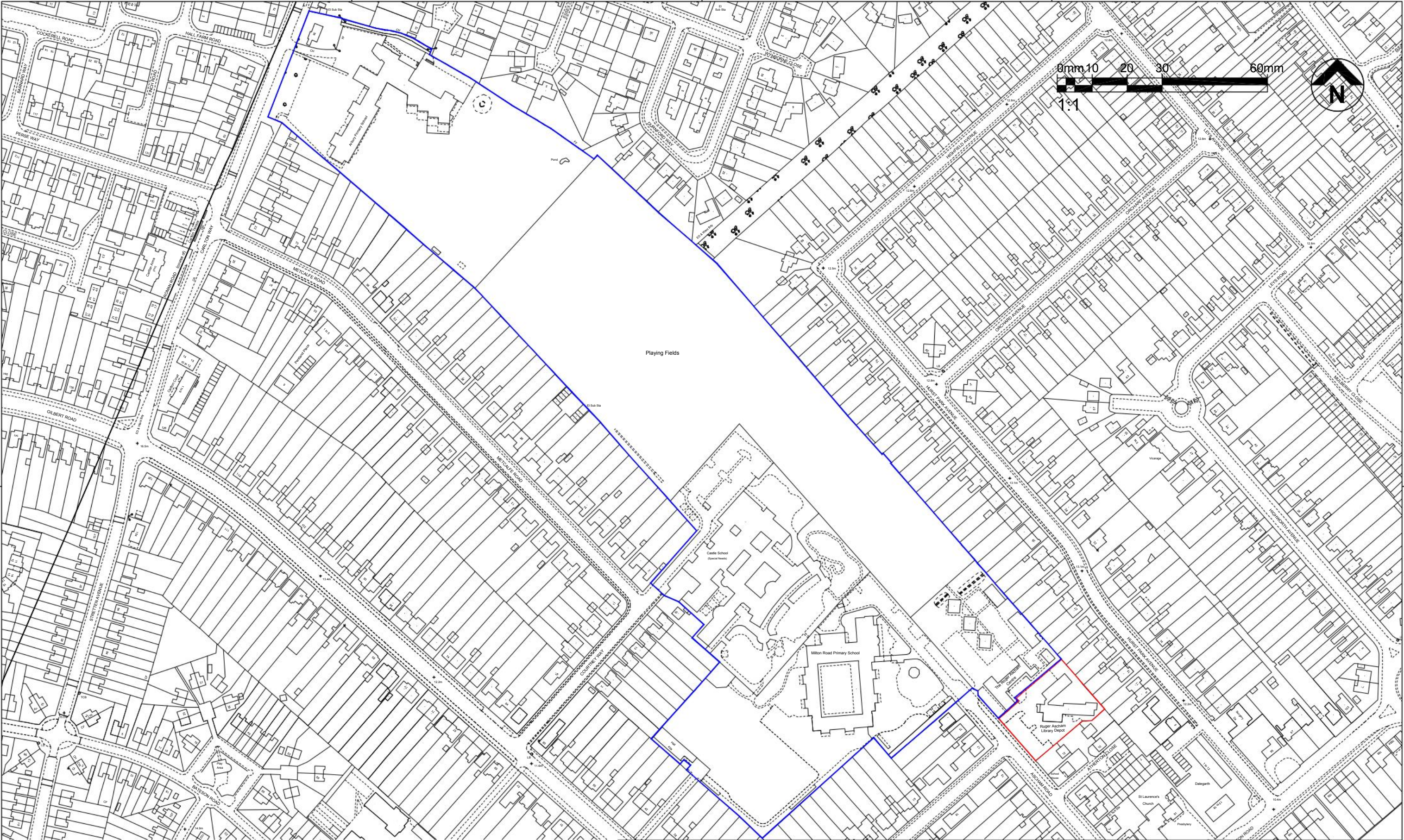
Compliance with paragraph 38 of the National Planning Policy Framework

The applicant did not seek pre-application advice. The County Planning Authority has worked proactively with the applicant to ensure that the proposed development is acceptable in planning terms. The applicant has responded positively to the advice and recommendations provided and amendments have been made (where required) to satisfy concerns raised. All land use planning matters have been given full consideration, which resulted in overall support for the development proposal from statutory consultees.

Source Documents

[Link to City Council Local Plan \(2018\)](#)

[Link to Communities and Partnership Committee paper](#)



THIS DRAWING IS PRODUCED FOR USE IN THIS PROJECT ONLY AND MAY NOT BE USED FOR ANY OTHER PURPOSE. NPS PROPERTY CONSULTANTS LTD ACCEPT NO LIABILITY FOR THE USE OF THIS DRAWING OTHER THAN THE PURPOSE FOR WHICH IT WAS INTENDED IN CONNECTION WITH THIS PROJECT AS RECORDED IN THE 'PURPOSE FOR ISSUE' AND 'FILE STATUS CODE'.

THIS DRAWING MAY NOT BE REPRODUCED IN ANY FORM WITHOUT PRIOR WRITTEN AGREEMENT OF NPS PROPERTY CONSULTANTS LTD.


© CROWN COPYRIGHT AND DATABASE RIGHTS 2020
ORDNANCE SURVEY LICENCE NUMBER:-

ORIGINAL
SHEET SIZE
A3

Site boundary amended						
P1	SB	19.02.20	RS	19.02.20		
PLANNING ISSUE						
P0	SB	19.12.189	RS	19.12.19		
REV	DRAWN	DATE	CHECKED	DATE	APPROVED	DATE

CLIENT	Cambridgeshire CC
PROJECT	Roger Ascham Library New Registry Office
Page 35 of 80	

TITLE	Location Plan
-------	---------------

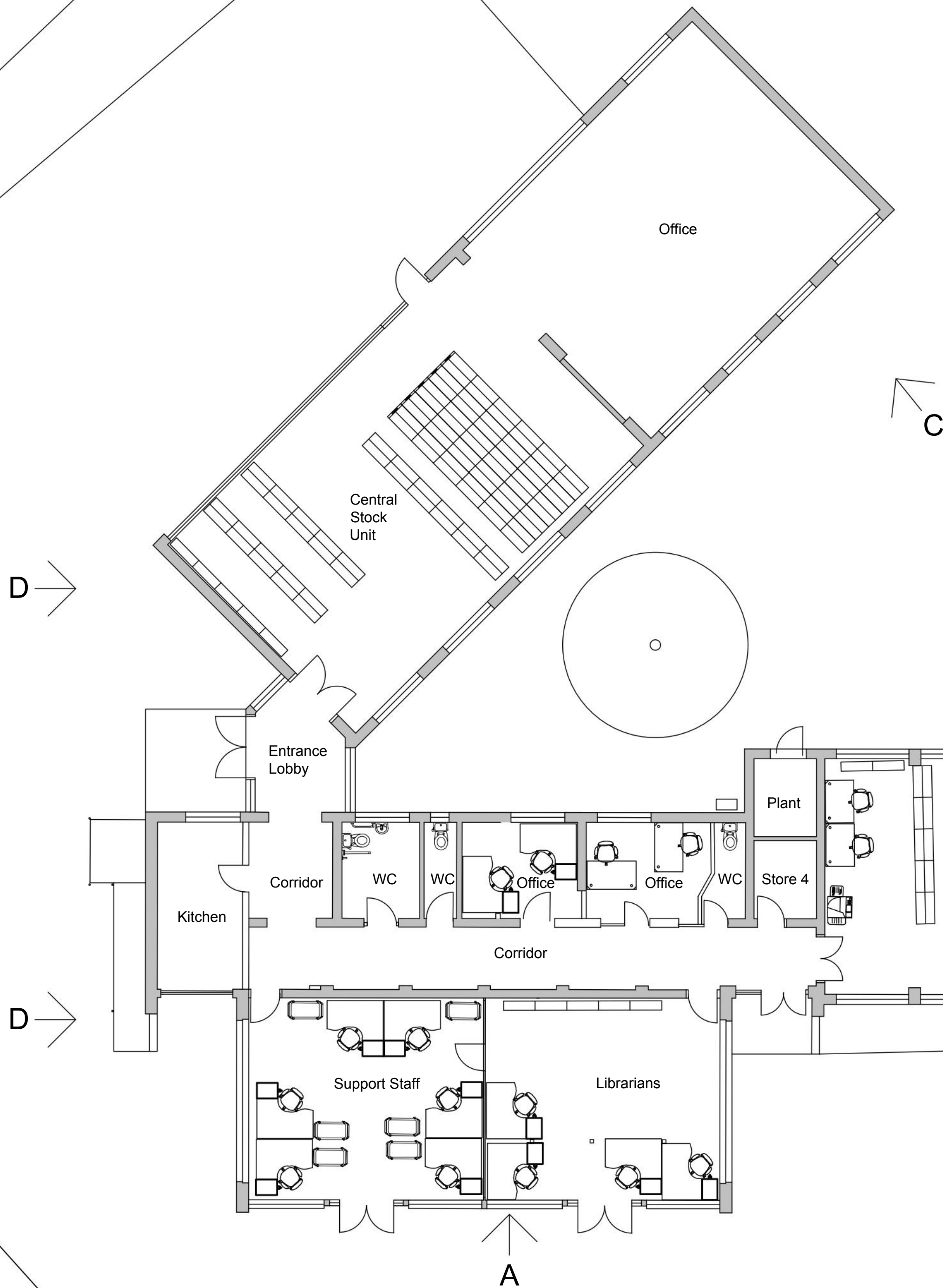


NPS Property Consultants Ltd
Nautilus House, 10 Central Avenue, St Andrews Business Park, Norwich,
Norfolk, NR7 0HR, Tel: 01603 706706;
Email: norwichnautilus@nps.co.uk; www.nps.co.uk

SCALES	DISCIPLINE	PROJECT NUMBER
1:2500	ARCH	01-01-103896
DRAWING NUMBER		REV CODE
NPS-DR-A-()-011		P 1
STATUS CODE	PURPOSE OF ISSUE	DRAWN
S0	PLANNING APPROVAL	SB



Notes:



GROUND FLOOR PLAN
AS PROPOSED

SOUTH ELEVATION 'A'

NORTH EAST ELEVATION 'B'

SOUTH EAST ELEVATION 'C'

WEST ELEVATION 'D'

Partitions removed from north wing					
P2	SB	19.02.20	RS	19.02.20	
Planning Issue					
P1	SB	18.12.19	RS	18.12.2019	
REV	DRAWN	DATE	CHECKED	DATE	APPROVED DATE

THIS DRAWING IS PRODUCED FOR USE IN THIS PROJECT ONLY AND MAY NOT BE USED FOR ANY OTHER PURPOSE. NPS PROPERTY CONSULTANTS LTD ACCEPT NO LIABILITY FOR THE USE OF THIS DRAWING OTHER THAN THE PURPOSE FOR WHICH IT WAS INTENDED IN CONNECTION WITH THIS PROJECT AS RECORDED IN THE 'PURPOSE FOR ISSUE' AND 'FILE STATUS CODE'.

THIS DRAWING MAY NOT BE REPRODUCED IN ANY FORM WITHOUT PRIOR WRITTEN AGREEMENT OF NPS PROPERTY CONSULTANTS LTD.

© CROWN COPYRIGHT AND DATABASE RIGHTS 2020 ORDNANCE SURVEY LICENCE NUMBER -

RESPONSIBILITY IS NOT ACCEPTED FOR OTHERS SCALING DIRECTLY FROM THIS DRAWING. DO NOT SCALE FROM THIS DRAWING. USE WRITTEN DIMENSIONS ONLY.

0m 1 2 3 6m

1:100

ORIGINAL SHEET SIZE **A1**

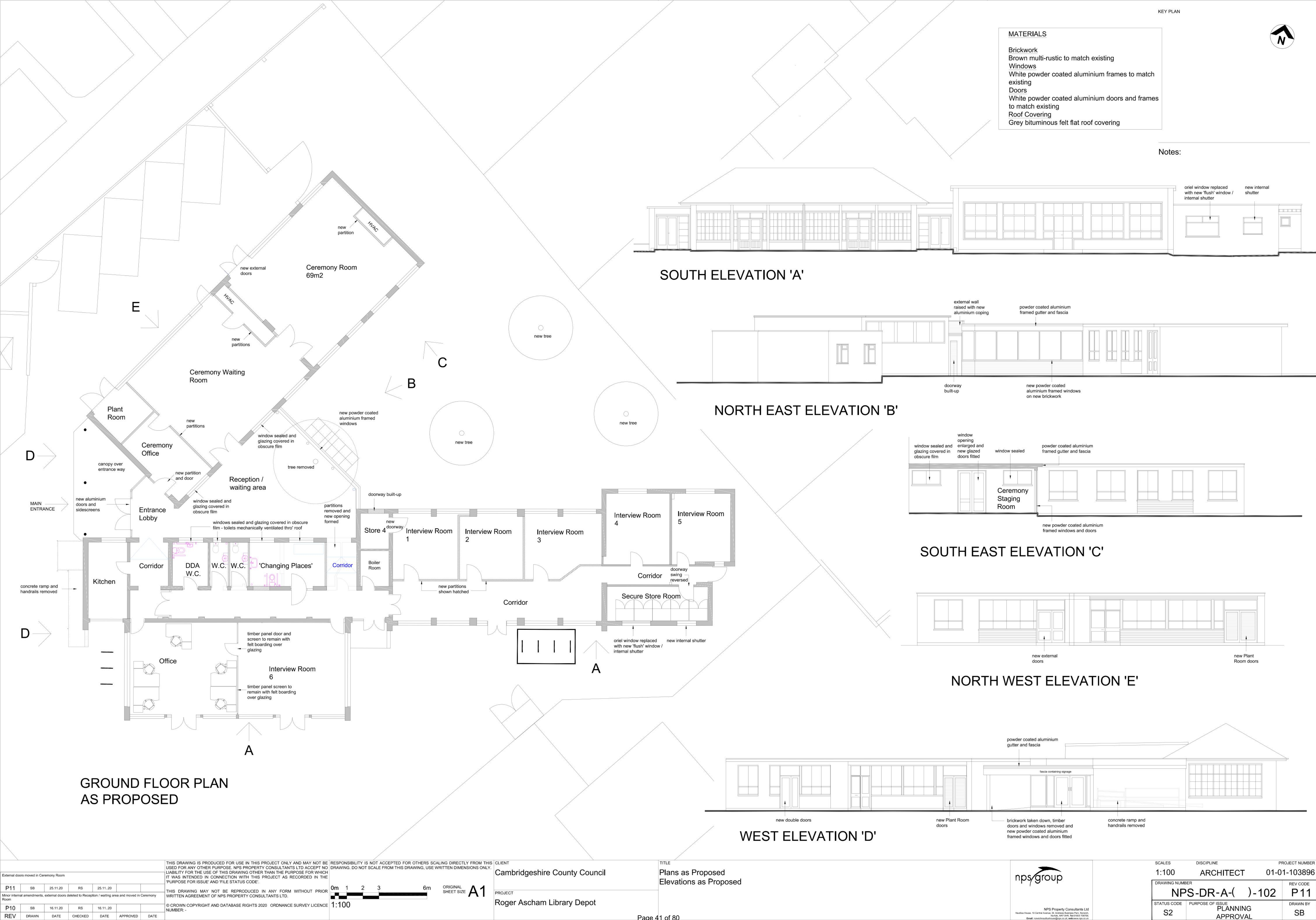
CLIENT
Cambridgeshire County Council

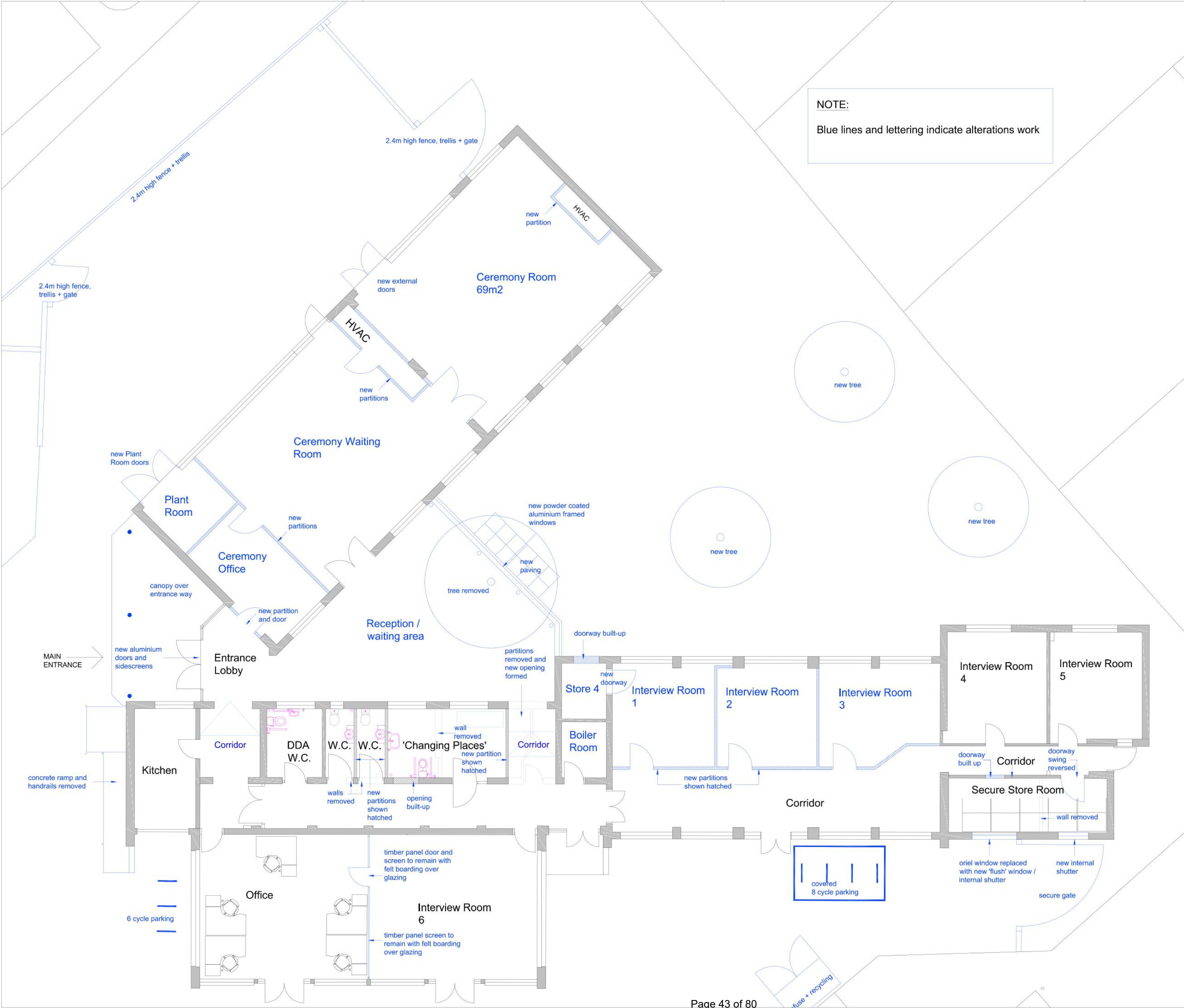
PROJECT
Roger Ascham Library Depot

TITLE
Plans as Existing
Elevations as Existing



SCALES 1:100		DISCIPLINE ARCHITECT		PROJECT NUMBER 01-01-103896	
DRAWING NUMBER NPS-DR-A()-101		STATUS CODE S2		PURPOSE OF ISSUE PLANNING APPROVAL	
REV CODE P2		DRAWN BY SB			





NOTE:
Blue lines and lettering indicate alterations work

RESPONSIBILITY IS NOT ACCEPTED FOR OTHERS SCALING DIRECTLY FROM THIS DRAWING. DO NOT SCALE FROM THIS DRAWING, USE WRITTEN DIMENSIONS ONLY.

0m1236m

1:100

ORIGINAL SHEET SIZEA2

KEY PLAN



THIS DRAWING IS PRODUCED FOR USE IN THIS PROJECT ONLY AND MAY NOT BE USED FOR ANY OTHER PURPOSE. NPS PROPERTY CONSULTANTS LTD ACCEPT NO LIABILITY FOR THE USE OF THIS DRAWING OTHER THAN THE PURPOSE FOR WHICH IT WAS INTENDED IN CONNECTION WITH THIS PROJECT AS RECORDED IN THE 'PURPOSE FOR ISSUE' AND 'FILE STATUS CODE'.

THIS DRAWING MAY NOT BE REPRODUCED IN ANY FORM WITHOUT PRIOR WRITTEN AGREEMENT OF NPS PROPERTY CONSULTANTS LTD.

© CROWN COPYRIGHT AND DATABASE RIGHTS 2020 ORDNANCE SURVEY LICENCE NUMBER: -

Notes:

External doors moved in Ceremonial Room						
P7	SB	25.11.20	RS	25.11.20		
Doors and layout amended to Ceremonial Room Cycle spaces added to front						
P6	SB	19.11.20	RS	19.11.20		
Minor internal amendments, external doors deleted to Reception / waiting area and moved in Ceremonial Room						
P5	SB	16.11.20	RS	16.11.20		
SVP's added						
P4	SB	25.07.20	RS	25.07.20		
Minor notation amendments						
P3	SB	24.07.20	RS	24.07.20		
Toilet layout amended to incorporate 'Changing Places' facility External render removed						
P2	SB	23.07.20	RS	23.07.20		
Partitions removed from north wing						
P1	SB	19.02.20	RS	19.02.20		
REV	DRAWN	DATE	CHECKED	DATE	APPROVED	DATE



NPS Property Consultants Ltd
Nautilus House, 10 Central Avenue, St. Andrews Business Park, Norwich, Norfolk, NR7 0HR,
Tel:01603 706706; Email: norwichnautilus@nps.co.uk; web:www.nps.co.uk

CLIENT
Cambridgeshire County Council

PROJECT
Roger Ascham Library Depot

TITLE
Ground Floor Plan
Showing Alteration Works

SCALES		DISCIPLINE	PROJECT NUMBER
1:100		ARCHITECT	01-01-103896
DRAWING NUMBER			REV CODE
NPS-DR-A-()-103			P7
STATUS CODE	PURPOSE OF ISSUE		DRAWN BY
S2	PLANNING APPROVAL		SB

Change of use of the Cambridge Professional Development Centre from education training use (D1 Use Class) to office use with ancillary meeting rooms, installation of a modular office building (B1 Use Class) for a temporary period of up to 5 years and provision of cycle stores.

At: Cambridge Professional Development Centre, Foster Road,
Cambridge, CB2 9NL

Applicant: Cambridgeshire County Council

Application Number: FMW/085/19

To: Planning Committee

Date: 28 January 2021

From: Joint Interim Assistant Director, Environment and Commercial

Electoral division: Trumpington

Purpose: To consider the above planning application

Recommendation: That permission is granted subject to the conditions set out in paragraph 11.1

Officer contact:

Name: Mrs Jane Stanley

Post: Interim Business Manager County Planning Minerals and Waste

Email: [Link to the email address for Jane Stanley](#)

Tel: 01223 743812

1. Introduction / Background

- 1.1 This application is being reported to the Planning Committee at the request of the Divisional Member with the agreement of the Chairman of Planning Committee. There are no remaining objections for any technical statutory consultee.

2. The Site and Surroundings

- 2.1 The application site is located within Cambridge City Council's area. The Cambridge Professional Development Centre is located in the south western part of the city and near to Trumpington. The application site is in flood zone 1. The nearest conservation area is located to the north west of the application site and includes the properties of Alpha Terrace. The Cambridge Professional Developed Centre was originally part of Fawcett Primary School site. Fawcett Primary School buildings remain to the north of the application site and the school's playing fields are to the east of the application site. To the south and west of the application site are residential properties.
- 2.2 The application site is 0.97 hectares (2.4 acres) and includes the buildings and part of the existing grounds and formalised parking area of the Cambridge Professional Development Centre, which has more recently been used for training purposes for Cambridgeshire County Council's staff. The existing gross internal floor space of the building within the application area is 1,534 square metres (1,834.65 square yards). The existing accommodation is on two floors. A grassed area to the south of the application site, is also owned by the County Council. This land previously formed part of the grounds of the training centre. The public footpath passes through this land. An existing cycle shelter is to the south of the existing building which provides 22 cycle spaces. As a training centre the Transport Statement states that there were 46 desk spaces available at the site for staff. In addition, on average, 100 delegates have attended the site per day, with the number of delegates having reached a maximum of 250 on occasion.
- 2.3 The application site is accessed by vehicle from Paget Road and Foster Road. Vehicular access from Paget Road is obtained through a residential area, also using Foster Road and then via Anstey Way to join the A1309 at Trumpington High Street. The access routes are traffic calmed by the use of speed humps. A public footpath runs adjacent to the western edge of the application site, which links Paget and Foster Roads with Alpha Terrace. The application site is within Flood Zone 1 the least at risk from fluvial flooding.

3. The Proposed Development

- 3.1 This planning application is, in part, for a material change of use of the Cambridge Professional Development Centre use for education and training (falling within Class D1 Non-residential institutions of The Town and Country Planning (Use Classes) Order 1987 as amended) to use as an office with ancillary meeting rooms (falling within Class B1 Business) for a temporary period. Planning permission is sought for the temporary change of use for a period of up to 5 years. No alterations to the external appearance of the existing building form part of this application.

- 3.2 Planning permission is also sought for a temporary period of up to 5 years for the installation of a modular office building, to provide 20 bookable desks to accommodate agile working office staff together with two 4 person breakout areas. The mobile building would be approximately 21 metres x 8.6 metres (68.9 x 28.22 feet) and is shown on the proposed floor plan drawing number 191115-05 Rev 01. It would be located to the west of the current car park and south of the main building.
- 3.3 It is proposed that the building would provide accommodation for a maximum of 164 desks in total, with 144 proposed in the main building and 20 in the proposed temporary modular office building. The full-time equivalent of a maximum of 260 staffing posts are proposed to be based at the application site who would be expected to work in accordance with the Council's Agile Working Policy (it is stated on the application form that 118 staff previously occupied the building). All of the staff would not be expected to be present on the application site at the same time. The maximum staff expected to be on site at any one time is stated on the applicant's behalf to be 164 - which equates with the number of proposed work spaces. Also proposed are meeting rooms which it is stated in the Planning Statement would be predominantly used for internal meetings and could accommodate up to 16 visitors. Meeting rooms are shown which would accommodate a maximum total of 73 people. There would comprise one 14, one 10, two 8, one 6, six 4 person and one 3 person meeting rooms together with an additional break out area capable of accommodating a maximum of 16 people together with 6 refreshment/kitchen areas, toilets and a manager's office and reception. It is proposed that the temporary accommodation would be occupied by Cambridgeshire County Council staff who need to relocate from their current offices including Shire Hall Cambridge until a more permanent solution is achieved. The proposed opening hours given on the application form are 0730 to 1830. Cambridgeshire County Council is the applicant.
- 3.4 It is proposed to use the fifty-one existing parking spaces including three accessible parking spaces. Forty eight additional cycle parking spaces are proposed in additional shelters. The planning application was received and found valid in February 2020 prior to social distancing being introduced and prior to the 1 September 2020 changes to the Town and Country Planning (Use Classes) Order 1987.

4. Planning History

- 4.1 The following planning applications are relevant to the planning history of the Cambridge Professional Development Centre relating to the application site:

Application Reference	Description	Decision
C/00504/89/CC	Refurbishment and Extensions to provide new Primary School and Education Development Centre with Associated Office Use- Permitted.	Approved 12.04.1990
C/00466/91/CC	Erection Of A 2-Bay, A 3-Bay, A 5-Bay And A 6-Bay Mobile Units For Educational Development Centre Use expired 31 August 1994.	Approved 16.09.1991

C/00389/98/CC	Retention of 1 X 5-Bay & 1 X 6-Bay Mobile Buildings For Educational Purposes	Approved 24.06.1998
C/00121/03/CC	Retention of 1 x 6 bay mobile building for use by Education Welfare Service and 1 x 5 bay mobile classroom for educational purposes for a period of five years expired 30 July 2005.	Approved 11.06.2003
C/00594/05/CC	Retention of 1 x 5 bay mobile classroom expired 30 July 2006.	Approved 12.09.2005
C/00517/06/CC	Retention of 1 x 5 bay mobile classroom	Withdrawn

- 4.2 The following planning permission was granted most recently to extend the Fawsett Primary School on land to the north of the application area.

Application Reference	Description	Decision
C/05005/13/CC	Erection of four classroom single storey extension to include: children's centre; pre-school; nursery and foyer; car and cycle parking; new access from the Clay Farm development and associated hard & soft landscaping.	Approved 27.09.2013

5. Publicity

- 5.1 This planning application was advertised in accordance with Article 15 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. Owing to the floor space of the existing continuing Professional Development Centre, this application is major development and has been advertised in the Cambridge News published 9 March 2020 as such, and as affecting a public right of way. Site notices were posted on or near the site and discretionary notification letters were sent to properties immediately adjacent to the application site.

6. Consultation responses

- 6.1 Cambridge City Council Planning:- No objections. The site is allocated for housing (site R16) and the extract below is taken from the April 2020 update to the Greater Cambridge Housing Trajectory. This acknowledges that the County Council occupies the site and that it's unclear when the existing use would no longer be required and, as such, makes no allowance for housing coming forward on the site in the current plan period. Whilst the use of land allocated for housing for other purposes would normally be considered contrary to Policy 3 (spatial strategy for location of residential development), given the temporary nature of the proposed use (which should be secured by condition) and that no allowance has been made for the housing allocation to come forward within that period.
- 6.2 Cambridge City Council Environmental Health Officer:- No objections or specific comments other than it was noted that the proposal did not involve the addition of any

new plant, lighting or noisy activities. And that Electric Vehicle charging would normally be requested but for a temp use this would be unreasonable.

6.3 CCC Transport Assessment Team:- No remaining objections. Following an initial objection further information was requested, which has been submitted by the agent and considered. Comments as follows in summary:-

- Public Transport - the surrounding public transport network and infrastructure is acceptable for use. The site is accessible via public transport. The Census data provided is acceptable. The nearest train station to the Cambridge Professional Development Centre (CPDC) is Cambridge Station situated circa 2.9 kilometres (circa 1.8 miles) from the site. The Guided Busway Routes: A, D and R, and the Universal bus service travel from Cambridge Station to within walking distance of the CPDC. The nearest bus stops to the site are situated on the A1309. The nearest bus stops are situated a minimum 750 metres (820.21 yards) from the site which is almost double the recommended walking distance to bus stops.
- The site is situated within a 20mph zone. It is noted all footpaths in the area are a minimum 1.5 metres (4.92 feet) wide.
- 144 desks are proposed for CCC staff as part of the development. A further 20 desks would be provided in the modular building, totalling to 164 desks available on-site post-development. This is an increase of 118 available desk spaces compared to the existing use. For this assessment, it has been assumed 70-80% of all the desk space on site would be occupied at any one time. This calculates a maximum 131 staff members to be on site at any one time post-development i.e. 80% of 164.
- Trip Generation - The proposed development is anticipated to generate 98 vehicle movements in the AM peak and 70 vehicle movements in the PM peak. The development is expected to produce a net trip generation of +38 vehicle movements in the AM peak and 8 vehicle movements in the PM peak.
- A Road Safety Audit of the proposed access route, including the Paget Road / Foster Road junction and A1309 / Anstey junction, should be undertaken prior to approval of the application, not post-approval.
- Parking Provision - the parking standards outlined within the Cambridge Local Plan (2018) (CLP) require maximum provision for 43 car parking spaces. The existing provision of 51 car parking spaces in addition to the overflow parking available, exceeds the maximum car parking standards. The site also has informal parking spaces available for use as overflow parking for visitors attending training sessions. A site visit undertaken on Wednesday 5 February 2020 identified a total of 30 vehicles parking on the informal spaces on site or outside the gates of the centre. No additional car parking spaces would be provided as part of the proposals. A worst-case demand for 56 spaces is anticipated post-development. This exceeds the existing 51 car parking spaces provided on site which in turn exceed the maximum parking standards listed within the CLP. A Car Parking Management Plan is proposed to operate in parallel with the site Travel Plan to manage the demand for on-site car parking. It is proposed to increase cycle parking provision to 66 cycle spaces on-site post-development to accord to the cycle parking standards outlined within the CLP.
- Traffic Impact Mitigation Measures - the accident analysis previously undertaken identified accidents involving cyclists at the two main junctions on the A1309; the A1309 / Anstey Way junction and the A1309 / Maris Lane junction. An Accessibility

Report was undertaken by the applicant to provide further detail of these accidents, including a route appraisal audit of the primary pedestrian and cycle route to the CPDC site. The audit study area was considered acceptable for use. Further analysis of the accident data in the report concluded for the applicant that there are no safety issues with the latest accident occurring in 2017. The Transport Assessment Team agrees with this.

- With regard to the A1309 / Maris Lane junction, 5 accidents involving vehicles and cyclists crossing the junction occurred at the junction over the 5 year period were noted. Five accidents occurring at this junction over the 5 year period is not considered an accident cluster site. All of the accidents that occurred at this junction involved cyclists. The Highway Authority request 'LOOK LEFT' and 'LOOK RIGHT' white line markings at this junction to increase safety by encouraging both pedestrians and cyclists to check for oncoming vehicles before crossing.
- It is noted that a fatal accident involving a cyclist occurred at the pelican crossing in this vicinity. The driver involved in this accident was convicted of dangerous driving.
- No accidents were recorded on Anstey Way or Paget Road on the route between the High Street and the CPDC site for the latest 5 year period.
- It is noted 2 pool cars will be available on site for staff use.

Having taken into account the pedestrian/cycle route audit to the CPDC site, the Highway Authority recommend conditions to ensure in summary: prior to first occupation of the development, the submission of a Travel Plan; and a Car Parking Management Plan. Annual, monitoring of both plans is recommended; a requirement for the upgrade of the existing drop kerb crossing on the western side of Paget Road at the existing crossing point to the path across King George V playing fields to include the provision of tactile paving; and, an upgrade of the existing A1309 / Maris Lane junction to include the provision of white 'LOOK LEFT' and 'LOOK RIGHT' white line markings at the pedestrian/cycle crossing points of this junction.

- 6.4 CCC Highways Development Management:- Given the nature of the application and the existing layout of the access to the site from Foster Road, no significant adverse effect upon the Public Highway should result from this proposal, should it be granted planning permission. There may be an impact on the network as a whole in relationship to trip generation distribution and type, which will be commented on by the Transport Assessment Team.
- 6.5 CCC Ecology Team:- No comments to make.
- 6.6 CCC Rights of Way:- No comments to make.
- 6.7 CCC Fire and Rescue:- No comments received.
- 6.8 CCC Public Health:- No comments to make.
- 6.9 CCC Lead Local Flood Authority (LLFA):- They are satisfied with the proposal, as long as the surface water drainage scheme submitted is followed and the risk of pollution to surface water and groundwater bodies is considered and mitigated appropriately.

- 6.10 Designing Out Crime Officer:- No objection. Fully supports this application. Community safety and vulnerability should be addressed. The position of new cycle stores in view of buildings and the car park allows for informal surveillance. Offered to give further for site specific security advice.

7. Representations

- 7.1 Representations have been received on behalf of Trumpington Residents' Association objecting to the application for the following reasons:-

- The necessity to change the use of the Cambridge Professional Development Centre from a training centre to Council offices is accepted.
- Concern is expressed about the inadequate steps taken to minimise vehicle use and encourage other ways for staff to access the site.
- The Residents' Association is alarmed at the potential growth in vehicle numbers travelling to and from the Centre, particularly at peak times.
- Trumpington High Street/Anstey Way junction is already very congested and an accident black spot.
- The access roads within the 'estate', including Anstey Way, Foster Road and Paget Road are narrow roads in a residential area, already very busy and with pinch points.
- The turn from Foster Road/Paget Road past Paget Close into and out of the CPDC site is dangerous and often has parked cars which reduce visibility for drivers. This access point into the site is heavily used by children going to and from Fawcett School and by pedestrians and cyclists going to and from the Clay Farm Centre and Trumpington Community College.
- The Council is urged to give much more thought to the Transport Statement and Travel Plan, to minimising car use and encourage staff to use public transport or walk or cycle to the site. Attention is drawn to the critical comments in the Transport Assessment Team response dated 6 March 2020. It is hoped that the recommendations in that response will be fully taken into account.

- 7.2 No additional representations have been received separately from individual households.

- 7.3 A copy of the full representations will be shared with members of Planning Committee one week before the meeting.

8. Planning Policy

- 8.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The relevant development plan policies are set out in paragraph 8.3 below.

National Planning Policy Framework (NPPF), February 2019

- 8.2 The NPPF sets out the Government's economic, environmental and social planning

policies for England and expresses how local planning authorities and bodies are expected to comply and apply them. The NPPF introduced the presumption in favour of sustainable development and provides that development which is sustainable should be approved without delay. The following paragraphs within the NPPF are of particular relevance to this application:

- Paragraph 8 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):
 - a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- Paragraph 11 Plans and decisions should apply a presumption in favour of sustainable development.

For decision-taking this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date⁷, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- Paragraph 102 - Transport issues should be considered from the earliest stages of

plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

8.3 Cambridge Local Plan (October 2018) (CLP)

The following policies of the above adopted local plan are relevant to this planning application:

- Policy 1: The presumption in favour of sustainable development
- Policy 2: Employment development;
- Policy 3: Spatial strategy for location of residential development
- Policy 27: Site specific development opportunities;
- Policy 28: Carbon reduction, community energy networks, sustainable design and construction and water use;
- Policy 31: Integrated water management and water cycle;
- Policy 32: Flood risk;
- Policy 33: Contamination;
- Policy 35: Protection of human health;
- Policy 36: Air quality, odour and dust;
- Policy 40: Development and expansion of business space;
- Policy 57: Designing new buildings;
- Policy 58: Altering and extending existing buildings;
- Policy 70: Ecology;
- Policy 71: Trees;
- Policy 80: Supporting sustainable access to development;
- Policy 81: Mitigating the transport impact of development; and
- Policy 82: Parking management.

8.4 Cambridge City Council and South Cambridgeshire District Council are in the process of working together to prepare an updated joint Local Plan for the Greater Cambridge area. Consultation ended in February 2020 on the Greater Cambridge Local Plan – The First Conversation. This document sought to ask about the kind of place residents and businesses want Greater Cambridge to be in the future. It explored the ‘big themes’ – climate change, biodiversity, social inclusion and great places – that will influence how homes, jobs and infrastructure are planned, and where growth might

go. They have processed the large volume of feedback and comments they have received and prepared a report on the consultation results and key findings, that was taken to their Members in June 2020.

8.5 At present this emerging plan is at a very early stage and the timetable for plan making was agreed in line with the above report, and published in the Council's Local Development Scheme (LDS) which took effect on 13 July 2020. The LDS states that the next stage of development for the emerging Local Plan is the Preferred Option Consultation that is planned for Summer / Autumn 2021. As such, at this very early stage of plan making there are currently no emerging policies that need to be considered in relation to this planning application.

8.6 The Planning Practice Guidance is also a material consideration.

9. Planning Considerations

9.1 The main planning considerations relate to the principle and justification of need; traffic and transport; car and cycle parking; temporary building and climate change implications alongside wider environmental and amenity matters.

The Principle of Development and Justification of Need

9.2 Both the National Planning Policy Framework (NPPF) and the Cambridge City Local Plan 2018 (CLP 2018) provide a presumption in favour of sustainable development. The application site is within Trumpington, which is within the urban area of Cambridge. The application site is located adjacent to a primary school and nursery within a predominantly residential location. The application site, of 0.97 hectares (2.4 acres), forms part of a larger 1.49 hectare (3.68 acres) existing site. Planning permission was first given for Refurbishment and Extensions to provide new Primary School and Education Development Centre with Associated Office Use on land including the application site on 12 April 1990. A succession of temporary planning permissions followed for the use of temporary buildings for use by the Educational Development and Welfare Services.

9.3 The remaining grassed area, which is crossed by a public footpath, is proposed to be managed as grassed landscaping during the period of a temporary planning permission, if granted. Technically the lawful use of the remaining land outside of the application area would remain capable of use in association with a non-residential institution falling within class D1. This planning application was submitted in advance of the 2020 amendment to the Town and Country Planning (Use Classes) Order 1987, which came into effect on 1 September 2020. Therefore the application has to be considered in relation to the use classes that were in effect on 31 August 2020. Prior to the amendments, which came into effect on 1 September 2020, within Class D1. Within Class D1 the premises would have been able to be used for a range of uses for example as a public hall or exhibition hall, museum, use for the provision of medical or health services, or for any educational purpose without the need for further planning permission being required. In introducing changes to the use classes from 1 September 2020, the government's intention was to reduce the need to seek planning permission and to increase greater flexibility for businesses in particular to move between different uses to reduce the need to submit planning applications for some

development. In doing so, the Government introduced, for new applications amongst other changes, Class F.1 Learning and non-residential institutions, which will provide similar flexibility to that already contained within Class D1 with the additional flexibility for example to be able to use such buildings as for example a law court without the need for planning permission.

- 9.4 The proposal would mean that the housing allocation with a capacity stated within the Cambridge City Local Plan Appendix B as a maximum of 67 houses would not be likely to be available for housing development during the next 5 years. Temporary rather than permanent permission is sought, which seeks to provide a temporary solution for a period of 5 years to meet a need for office and meeting room accommodation for some staff relocated from other Cambridgeshire County Council accommodation, which is being closed as part of a programme to establish a 'hub and spokes model'. The proposed closure of the County Council's current headquarters on the Shire Hall Cambridge site and other offices. And relocation, in part, to the headquarters or 'hub' to a new building at Alconbury with a need to establish 'spokes' or community hubs in each of its districts, including one in Cambridge City Council's area. The application site is owned by the County Council. If planning permission is not granted the building could continue to be used for its existing purpose of training staff or be used for other educational or other non-residential uses falling within the new Class F1 of the Town and Country planning (Use Classes) order 1987 as amended.
- 9.5 Policy 40 Development and expansion of business space includes that proposals for the development of these uses elsewhere in the city will be considered on their merits and alongside other policies of the CLP 2018. Cambridge's housing need was for 14,000 additional homes, as confirmed in May 2013 between 2011 and 2031. There was no guarantee that the application site would otherwise be brought forward for housing in the short to medium term. Cambridge City Council has been consulted and has not objected to this proposal. The site is allocated for housing (site R16) of the CLP 2018. Greater Cambridge Planning Officers have advised that the April 2020 update to the Greater Cambridge Housing Trajectory acknowledged that the County Council occupies the site and that it was unclear when the existing use would no longer be required. Therefore no allowance for housing coming forward on the site is made in the current plan period, which covers the period up to 2031. The longer term use of land allocated for housing for other purposes would otherwise normally be considered contrary to Policy 3 (spatial strategy for location of residential development) of the CLP 2018. However, subject to the temporary nature of the proposed use, being secured by condition, given that no allowance has been made for the housing allocation to come forward within the temporary 5 year period requested, both Greater Cambridge and County Council planning officers consider that the proposal would not conflict with Policy 3 (spatial strategy for location of residential development) or housing allocation R16 of the CLP 2018.
- 9.6 Policy 2 Employment Development of the CLP 2018 includes that Employment development will be focused on the urban area, Areas of Major Change, Opportunity Areas and the city centre. The proposal would satisfy this locational criteria. It is therefore considered that the proposals would be generally compliant with the overarching policies of the development plan and national policy, the government's enablement towards greater flexibility and enablement of appropriate development, as referred to above, including in relation to policies 1 The presumption in favour of

sustainable development; 2 Employment development; 3 Spatial strategy for location of residential development; 27 Site specific development opportunities; and 40 Development and expansion of business space of the CLP 2018.

Traffic and Transport

- 9.7 Policy 80 Supporting Sustainable Access to Development of the CLP 2018 provides that development will be supported where it demonstrates that prioritisation of access is by walking, cycling and public transport, and is accessible for all. This is to be achieved broadly by ensuring major developments on the edge of the city and in the urban extensions are supported by high quality public transport, which can be reached by cycling and walking, and by supporting public transport, walking and cycling to, from and within developments and by giving priority to these modes where there is conflict with cars. The application site is accessible by public transport. The nearest train stations to CPDC are Cambridge Station (2.9 kilometres / 1.8 miles) and Shelford Train Station (4.18 kilometres / 2.6 miles). There are bus routes that run from Cambridge Station close to the application site (Guided Busway Routes: A, D and R). The Universal bus service also travels from Cambridge Station to within walking distance of the application site. In addition to the nearby Guided Busway stop, there are bus stops on Trumpington High Street (18, 132, Citi 7 and the Park and Ride bus) as well as the bus service 25 which serves Hobson Avenue.
- 9.8 The site is situated within a 20mph zone. All footpaths in the area are stated to be a minimum 1.5 metres (4.92 feet) wide. A total of 164 desks are proposed to be available on-site post-development. Of these 144 desks are proposed within the existing building with a further 20 desks proposed to be provided in the modular building. This would amount to an increase of 118 available desk spaces compared to the existing use. The submitted Transport Statement assumed that 70-80% of all the desk space on site would be occupied at any one time. This would mean that approximately 131 staff members to be on site at once, with the maximum being on site at any one time expected to be 164 based upon the proposed number of desk spaces.
- 9.9 In relation to likely trip generation, the proposed development is anticipated to generate 98 vehicle movements in the AM peak and 70 vehicle movements in the PM peak. The development is predicted to produce a net trip generation increase of 38 vehicle movements in the AM peak, and decrease of 8 vehicle movements in the PM peak. An accident analysis of the proposed access route, including the Paget Road / Foster Road junction and A1309 / Anstey junction, has been carried out during the consideration of the application. The Transport Assessment Team has advised that there were no safety issues identified with the A1309 / Anstey Way junction, the most recent slight accident having occurring in 2017. However, the A1309 / Maris Lane junction was the scene of 5 accidents involving vehicles and cyclists crossing the junction occurred at the junction over the relevant 5 year period. Whilst not being considered by the Transport Assessment Team to be 'an accident cluster site', all of the accidents that occurred at this junction involved cyclists both pedestrians and cyclists to check for oncoming vehicles before crossing. A fatal accident involving a cyclist occurred at the pelican crossing in this vicinity. The involved driver was convicted of dangerous driving. No accidents had been recorded on Anstey Way or Paget Road on the route between High Street and the CPDC site for the latest 5 year period. Having considered the detailed information, neither the Transport Assessment

Team nor the Highways Development Management Team had any remaining objections to the proposals, subject to recommended conditions to secure the provision and implementation of an updated Travel Plan (with the implementation of the initial Travel Plan initially); a Parking Management Plan; 'LOOK LEFT' and 'LOOK RIGHT' white line markings at the A1309 / Maris Lane junction; and improvement to the existing drop kerb crossing on the western side of Paget Road including the provision of tactile paving.

- 9.10 Representations were received on behalf of the Trumpington Resident's Association accepting in principle the need for the change whilst expressing concerns over the change of use from a training centre to offices alongside concerns about the proposed increase in vehicular movements and what were considered inadequate steps taken to minimise vehicle use and encourage other ways for staff to access the site, in response to the initial information that was submitted. Subsequently, a further Travel Plan was received on 29 May 2020, which was posted on the Council's website together with other Transport related information that has been submitted in the meantime and the full consultation responses of the Transport Assessment Team. The application site has been used for a period of more than 30 years for training and development purposes together with ancillary office use. No specific planning conditions were imposed in 1990 upon the level of vehicle movements nor was the use granted restricted by planning condition. Historically, when training has taken place overspill parking on the grass within the site has taken place. It is acknowledged that vehicular access is gained through a resident 20 mph traffic calmed residential area through a relatively narrow road network, which allows for 2 way traffic. The proposed use of the site would be managed through both a Traffic Management Plan encouraging the use of sustainable modes of transport and a Travel Plan, and is proposed for a temporary period of up to 5 years. It is accepted in the Cambridge Local Plan 2018 that the site is allocated for housing development and could accommodate 67 new dwellings, which would also generate traffic movements in the locality. It is also considered less likely, as a result of staff arriving at an office following an agile working policy, that vehicle movements would be concentrated to the peak periods in the same way that the training centre use would have attracted; particularly as when used as a training centre for some staff less familiar with the premises who would have been likely to arrive to attend the beginning of training sessions being run concurrently.
- 9.11 The proposed new temporary modular building would add 180 square metres (215.28 square yards) of new floorspace. Owing to the existing building having a gross internal floorspace of 1,534 square metres (1,834.65 square yards) and a proposed total of 1,714 square metres (2,049.93 square yards) gross internal floorspace, it is considered that this would not represent a significant increase in the overall context of the site sufficient to justify a refusal of planning permission. The main building is proposed to accommodate a total of 12 meeting rooms (expected to seat 73 people). The specialist meeting rooms proposed to be used by the Social Care and Youth Offending Team with a proposed total of 16 seats would be expected to attract external clients mainly accessing them by foot, cycle or public transport. Meetings would be likely to be scheduled towards the end of the peak am period after 09.00am and would be likely to end by 4.30pm ahead of the main pm peak period. Of the remaining general meeting rooms (expected to provide 57 seats), it is anticipated by the applicant that the majority of the meeting rooms will be predominately used on a daily basis by the teams based in the CPDC building. Although meeting rooms are also expected to be

bookable by other staff not based at the premises. The total meeting room maximum off-peak daily trip rate is estimated 35 vehicle trips base upon a worse-case scenario. The Travel Plan targets staff single occupancy vehicle mode split to and from the site and is targeted to reduce to 25% once the site is fully operational. Upon achieving this target, the above trip generation, when all meeting rooms were fully booked (all attending premises at the same time and with external attendees) approximately 13 trips could be envisaged to or from the site for meetings.

- 9.12 It is acknowledged that existing vehicle access to the site is through a residential area, which affords little appropriate opportunity for on street parking through a relatively narrow road network. The existing formal car parking provision is not proposed to increase as a result of the proposed material change of use. The application would afford the opportunity to secure improved management of vehicle parking and encourage sustainable modes of transport through planning conditions requiring both an updated Travel Plan and a Parking Management Plan, both of which are not a current requirement of the existing planning controls owing to the age of the relevant planning permission. Additionally, it is expected that the proposed use would meet a short to medium term need in advance of the site being likely to be developed for housing as allocated in the CLP 2018. Accordingly, subject to conditions to secure the Transport Team's recommendations being achieved as recommended in section 11 below, it is considered that the proposals would satisfy policy 80 of the CLP 2018.

Car and Cycle Parking

- 9.13 Policy 81 Mitigating Transport Impact and Policy 82 Parking Management of the CLP 2018 provide that developments will only be permitted where they do not have an unacceptable transport impact; and that planning permission will not be granted for developments that would be contrary to the parking standards set out in Appendix L. Cambridge City Council, Car and Cycle Parking Requirements 2018 provides maximum car parking standards. The standards for B1 office use are to provide a maximum of 1 car parking space per 40 square metre (47.84 square yards) ground floor area including accessible car parking spaces. The existing building measures 1,534 square metres (1,834.65 square yards) in floor area and the proposed modular building measures 180 square metres (215.28 square yards). Therefore, the standard would require a maximum of 43 parking spaces to be provided, if the building is converted to office use and the modular accommodation installed. The existing site has 51 marked out parking spaces including 3 accessible parking bays. Therefore there would be an overprovision of 8 car parking spaces within the formal parking area. It is noted that there is a history of the grassed area being used to provide overspill and informal parking on a regular basis. No increase to the existing car parking provision is proposed. The application is accompanied by a Travel Plan which proposes that sustainable modes of transport will be encouraged and the parking on site will be managed by a Parking Management Plan, both of which are recommended to be controlled by planning conditions recommended in Section 11 below. This would afford a means of controlling parking within the application site and limiting overspill parking, whilst targeting sustainable travel and agile ways of working to seek to further reduce the need for any unnecessary visits to the building. Given that no additional parking provision is being recommended to address the additional floorspace proposed, it is considered reasonable that the existing formalised parking provision should be retained and that it would not be appropriate to seek to redress this

retrospectively in relation to the existing building. Motor cycle and cycle parking provision are both being proposed with cycle parking proposed as a result of an amendment during the application process to a total of 66 proposed cycle parking spaces in covered stands (which includes the relocation of an existing cycle shelter). This would be sufficient to meet the cycle parking standards for office use of 2 spaces for every 5 members of staff or 1 per 30 square metres (35.88 square yards) Gross Floor Area (whichever is greater), with visitor parking on merit. The applicant has considered installing electric vehicle charging points, however having taken into account that the application seeks a temporary period of up to 5 years only and that the site is allocated for future housing development, is of the opinion that it would be uneconomic to install them for the duration of the proposed timescale. This approach is considered reasonable and has been accepted also in Cambridge City Council's Environmental Health Officer's response. It is noted that there are no remaining objections from the Highway Authority. For the above reasons, it is considered that the proposals can be considered to address and not be contrary to the principles of policies 80, 81, and 82 of the CLP 2018.

Temporary Building

- 9.14 Policy 35 Protection of Human Health of the CLP 2018 seeks to protect residential amenity. Additionally, Policy 57 Designing New Buildings of the CLP 2018 provides that high quality new buildings will be supported subject to listed criteria including design measures to reduce the environmental impact of the buildings, such as renewable energy systems. It is proposed to erect a temporary modular building on the south western side of the existing car park in front of the south western most part of the front of the existing building. The proposed temporary building is of a standard construction similar to the buildings used to provide temporary classrooms and would have a flat grey roof. It is proposed to be accompanied by an access ramp and steps. The elevations of the modular building would be constructed of moorland green plastisol panels. There is an existing grassed area and public footpath, which would provide some separation between the neighbouring two storey residential properties, the garden areas of which border the wider site. There is an existing close boarded fence at the end of these rear garden area of approximately 1.8 metres (5.91 feet) in height and some vegetation within the rear garden areas on specimen trees on the wider site. The boundary with the nearest residential properties, which are properties of Monkswell would be approximately 16 metres (17.5 yards) from the south western side elevation of the proposed modular building at its narrowest point. The height above ground level of the proposed modular building would be 3.6 metres. The lower sill of the four main windows in the south western elevation to the proposed break out areas would be approximately 1.8 metres (5.91 feet) above existing ground level with the lowest sill of the windows above the proposed two sinks being approximately 2 metres (6.56 feet) above existing ground levels. The proposed floor level of the modular building appears to be shown at approximately 0.6 metres (1.97 feet) above existing ground level. To avoid an unacceptable loss of residential amenity it is recommended that the two smaller windows above the sinks be obscured (this could be done by using appropriate adhesive film) prior to the first occupation of the modular building to minimise any direct overlooking that may be possible into ground floor habitable rooms and garden areas from the sink areas. A condition to require obscuring of these two windows is recommended in Section 11 below. No individual responses have been received from nearby residents. The Trumpington Resident's

Associations comments raised matters relating to Transport and Traffic only. Occupiers of properties at both Salisbury Place and Ely Place Monkswell were sent individual notification letters. Given the distance involved and that those using the break out areas can be expected to be seated predominantly or moving along a corridor, it is not anticipated that those windows would be likely to result in an unacceptable loss of residential amenity for occupiers of nearby properties.

- 9.15 The application site is within Flood Zone 1 the least likely to experience fluvial flooding. foul drainage is proposed to go to the main sewer with sustainable drainage to be used for surface water. It is proposed that the surface water from the roof will infiltrate into the ground. The down pipes from the roof will be connected to a length of irrigation pipe which will disperse the water evenly under the building to mimic existing surface water drainage. The Lead Local Flood Authority has raised no objections. A condition is recommended to ensure that the foul and surface water drainage systems are implemented and an informative has been recommended in relation to the prevention of pollution control. The building is not proposed to have a green roof as promoted by Policy 31 Integrated Water Management and Water Cycle of the CLP 2018. This is considered acceptable give the temporary nature of the proposed modular building. It is considered for the above reasons that the requirements of policies 31, 32, 35 and 57 of the CLP 2018 have been satisfactorily addressed by the proposal in relation to the temporary building.

Climate Change

- 9.16 In addition to flood risk and drainage issues already considered within the Temporary Modular Building paragraphs above the modular building has been orientated on an east / west principal axis to benefit from solar gain. A north / south orientation is considered by the applicant to be less efficient as it would result in over heating / cooling of the building. The application for the change of use of the existing building would amount to a temporary sustainable re-use of the building with minimal alteration being likely to be necessary. Heating to the new modular building is stated to be electric using heating that is eco-design compliant incorporating intelligent room temperature controls. Ventilation is proposed to be generally natural via openable windows thus eliminating the use of mechanical ventilation and / or air conditioning. Toilet areas however are to have localised low energy mechanical extract ventilation. The existing building is stated to have a high efficiency gas condensing boiler with automated controls offering compensation and optimisation control. Radiators are stated to have thermostatic control valves. All internal lighting stated is proposed to be low energy, compact fluorescents or LEDs. The proposal is for a temporary period of up to 5 years only and seeks to minimise vehicle movements through Agile working and a Travel Plan and Parking Management Strategy seeking to encourage sustainable modes of transport. In the context of the scheme it is considered that appropriate regard has been given to climate change issues and that the application has satisfactorily addressed Policy 28 Carbon reduction, community energy networks, sustainable design and construction and water use of the CLP 2018.

Other considerations

- 9.17 The existing site is landscaped and the majority of the proposal relates to the reuse of an existing building. The Ecology Officer has no comments in relation to this proposal.

There are proposals to provide for bat and bird boxes on two trees and one on the existing building. Owing to the land being allocated for housing development and likely to undergo redevelopment there is uncertainty in relation to which trees may be retained in the longer term with the building itself being likely to face demolition. Given the short to medium term of this proposal and the likelihood of redevelopment it is not considered appropriate to require the establishment of new habitats and in particular on the building itself. Therefore it is accepted that it is not appropriate to seek further biodiversity gain for these reasons in these circumstances and therefore no condition has been recommended in Section 11 below that would require the bat and bird boxes to be implemented and managed. It is considered that biodiversity gain could more appropriately be considered as part of a wider consideration should the site come forward for more permanent redevelopment.

- 9.18 The proposed change of use of the existing part single and two storey building is unlikely to result in any significantly different amenity impacts in relation to the amenity of sensitive receptors than its existing use. Overall traffic and transport considerations have been the most significant issue raised.

10. Conclusion

- 10.1 On balance, it is considered that that the application is broadly in accordance with National and Local Planning Policies for the above reasons.

11. Recommendation

- 11.1 It is recommended that planning permission is granted for a temporary period of 5 years subject to the following conditions:

Expiry Date

1. This permission is for a temporary period only and shall expire 5 years from the date of this decision and the use hereby permitted shall cease. The hereby permitted temporary building shall be removed from the site and the land reinstated to its former condition on or before the date 5 years from the date of this decision. The applicant/developer shall notify the County Planning Authority in writing of the date of the commencement of development within 14 days of the commencement of any part of the development.

Reason: To restrict the use to the temporary period applied to avoid prejudice to the housing land allocation of the Cambridge Local Plan 2018 in accordance with policies 1, 2, 3, 27 and 40 and proposal R16 of the Cambridge Local Plan 2018.

Approved Plans and Documents

2. The development hereby permitted shall be carried out in accordance with the application dated 19 February 2020 and the following plans received 19 February 2020 unless otherwise stated; and as amended by the information approved as required by the following conditions:-

- Location Plan drawing number 191115 – 01 dated 18-10 2019;
- Proposed Site Plan drawing number 191115 - 04 Rev 02 undated received 24 July 2020;
- Ground & First Floor Proposed Floor Plan drawing number 191115 - 03 - GF/FF Rev 01 dated 24-06-2020 received 24 July 2020;
- Foul Drainage Plan drawing number 191107 - 03 – Mobile undated;
- 7 Bay Modular Building number 638 Elevations drawing number 191115 – 03-01 dated Nov 19;
- Modular Building Proposed Floor Plan drawing number 191115–05 Rev 01 dated 24-06-2020 received 24 July 2020;
- Specification sheet: Wardale Cycle shelter by broxap undated received 24 July 2020;
- Planning/Supporting Statement (inc Design and Access Statement) v 2 dated July 2020 received 24 July 2020;
- Travel Plan May 2020 Hegsons HDC_1057/002_02 CPDC_TP Parts 1 and 2 received 29 May 2020;
- File Note - HDC1057_ 03_Cambridge Spokes CPDC Site Response to TAT Feedback – 10th June 2020 [Additional Transport Information] dated 16th July 2020 received 24 July 2020;
- File Note - HDC1057_ 04_Cambridge Spokes CPDC Site [Meeting Room Trip Generation] dated 22nd July 2020 received 24 July 2020;
- File Note - HDC1057_ 05_Cambridge Spokes CPDC Site A1309 / Anstey Way Junction Assessment [Junction Assessment Response] dated 19th August 2020 received 2 September 2020; and
- File Note - HDC1057_ 05_Cambridge Spokes CPDC Site – Addendum A1309 / Anstey Way Junction - Available Traffic Data [Addendum CPDC Junction Assessment Response] dated 31st August 2020 received 2 September.

Reason: To define the permission and protect the character and appearance of the locality in accordance with policies 1, 2, 3, 27, 28, 31, 32, 35, 36, 40, 58, 80, 81 and 82 of the Cambridge Local Plan 2018.

Implementation of Initial Travel Plan

3. This planning permission shall be implemented in accordance with the Travel Plan received 29 May 2020, until such time as an updated Travel Plan is approved by the County Planning Authority and implemented under condition 4 below.

Reason: To ensure the safe and efficient operation of the highway and to promote sustainable travel in line with the proposals submitted in accordance with policies 80 and 81 of the Cambridge Local Plan 2018.

Updated Travel Plan

4. No later than 9 months from the commencement of development identified under condition 1, an updated Travel Plan shall be submitted to and approved in writing by the County Planning Authority. The Travel Plan shall include but not be limited to suitable measures to promote sustainable forms of travel, the provision of a Travel Plan Co-ordinator, a monitoring review at least annually, and an implementation

timetable. The Travel Plan shall be implemented in its entirety in accordance with the agreed timetable for the remainder of the duration of this temporary planning permission.

Reason: To ensure the safe and efficient operation of the highway and to promote sustainable travel in accordance with policies 80 and 81 of the Cambridge Local Plan 2018.

Car Parking Management Plan

5. No part of the development hereby permitted shall be first occupied until a Car Parking Management Plan has been submitted to and approved in writing by the County Planning Authority. The Car Parking Management Plan shall relate to the Travel Plan and include but not be limited to proposals to control and manage the use of and demand for on-site car parking facilities, including an implementation timetable. The approved Car Parking Management Plan shall be implemented in its entirety in accordance with the agreed timetable for the duration of this temporary planning permission.

Reason: In the interests of the safe and efficient operation of the highway in accordance with policies 81 and 82 of the Cambridge Local Plan 2018.

Motor Vehicle and Cycle Parking Provision

6. No part of the development hereby permitted shall be first occupied until the motor vehicle and cycle parking provision has been provided in its entirety. The motor vehicle parking provision shall be marked out in accordance with the details shown on Drawing number 191115 - 04 Rev 02. The motor vehicle and cycle parking shall thereafter be retained for the duration of this temporary planning permission.

Reason: In the interests of the safe and efficient operation of the highway in accordance with policies 81 and 82 of the Cambridge Local Plan 2018.

Paget Road Pedestrian Crossing

7. No part of the development hereby permitted shall be first occupied until the applicant has upgraded the existing drop kerb crossing on the western side of Paget Road at the existing crossing point to the path leading to King George V playing fields entirely in accordance with details, that shall include the provision of tactile paving, that have been previously submitted to and approved in writing by the County Planning Authority.

Reason: In the interests of the safe and efficient operation of the highway in accordance with policy 81 of the Cambridge Local Plan 2018.

A1309 / Maris Lane Junction

8. No part of the development hereby permitted shall be first occupied until the existing A1309/Maris Lane junction is upgraded by the applicant to include the provision of 'LOOK LEFT' and 'LOOK RIGHT' white line markings at the pedestrian/cycle crossing

points of this junction, in accordance with details that have been previously submitted to and approved in writing by the County Planning Authority.

Reason: In the interests of the safe and efficient operation of the highway at the A1309 / Maris Lane junction in accordance with policy 81 of the Cambridge Local Plan 2018.

Foul and Surface Water Drainage

9. No part of the development hereby permitted shall be first occupied until the foul drainage scheme shown on drawing number 191107-03 and the surface water scheme as described in paragraph 5.6.2. of the Planning/Supporting Statement (inc Design and Access Statement) July 2020 v2 have been implemented in their entirety. Both systems shall thereafter be retained for the duration of this temporary planning permission.

Reason: To prevent an increased risk of flooding and protect water quality in accordance with policies 31 and 32 of the Cambridge Local Plan 2018.

Temporary Modular Building - Obscuring of two windows

10. No part of the development hereby permitted shall be first occupied until the two smallest windows within the south western elevation of the temporary modular building have been obscured and shall be thereafter retained as such for the duration of this temporary planning permission.

Reason: To protect the amenity of occupiers of adjoining properties, in accordance with policy 35 of the Cambridge Local Plan 2018.

Hours of use

11. The buildings shall not be open outside of the hours of 0700 and 1900 daily Mondays to Fridays and shall not be open on Saturdays, Sundays, Bank or Public Holidays other than in an emergency or for cleaning and/or maintenance purposes.

Reason: To limit the use to that applied for in the interest of residential amenity in accordance with policy 35 of the Cambridge Local Plan 2018.

Construction Hours

12. All construction work and demolition work, including the operation of plant and construction related deliveries and collections, shall only be carried out between the following permitted hours: -

07:30 to 18:00 daily on Mondays to Fridays;
07:30 to 13:00 on Saturdays; and
at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of occupiers of adjoining properties and to control the construction hours, without impacting on the delivery of the project, in accordance with policy 35 of the Cambridge Local Plan 2018.

Construction Traffic Management Plan Considerations Statement

13. The development hereby permitted shall only be constructed in accordance with the Construction Traffic Management Plan / Considerations Statement, dated 07/02/2020, received 19 February 2020.

Reason: In the interests of highway safety, and to protect the amenity of nearby properties, in accordance with policies 36 and 81 of the Cambridge Local Plan 2018.

Informatives

Pollution Control

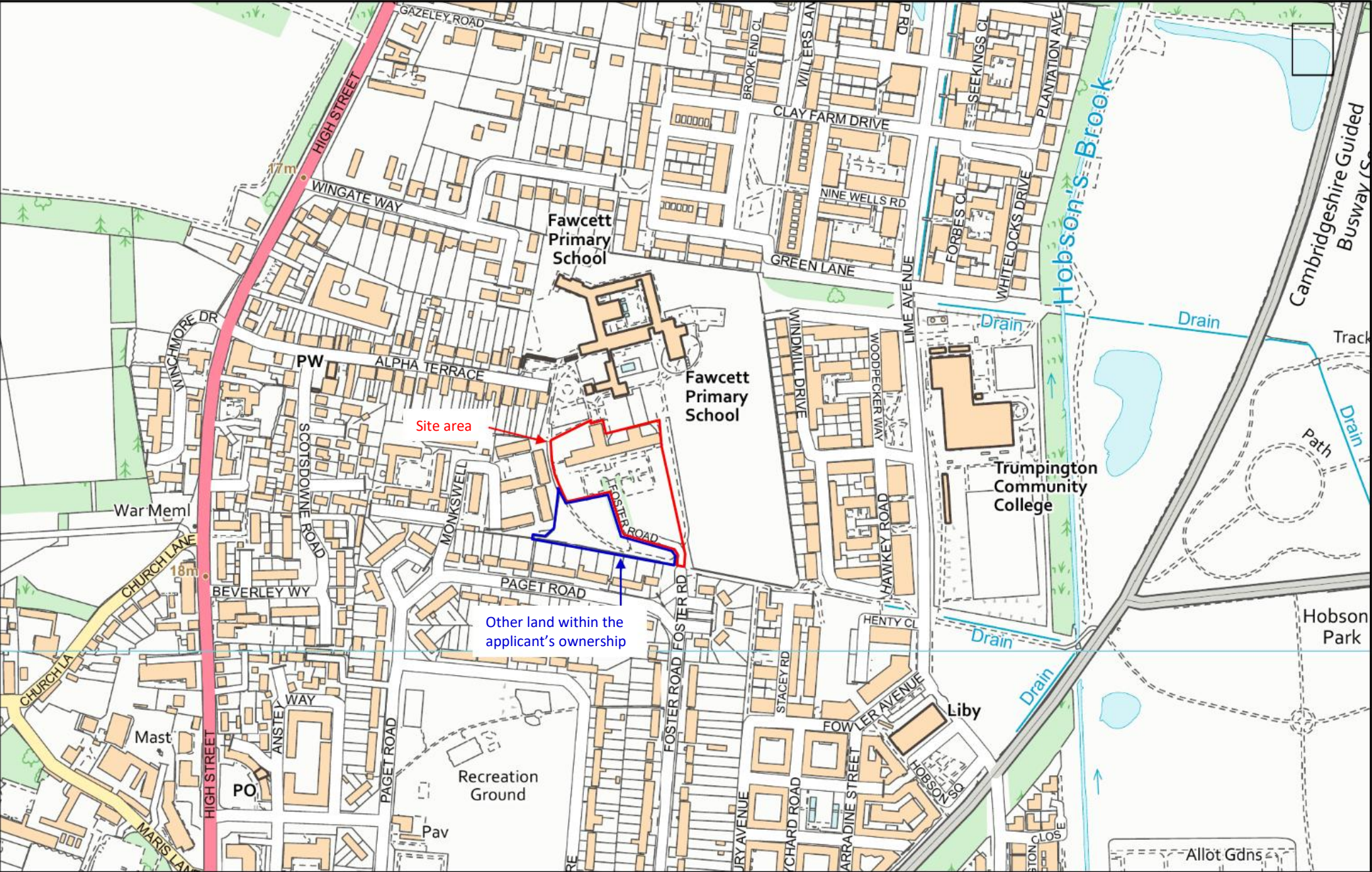
1. Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain times throughout the year. Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.

Compliance with paragraph 38 of the National Planning Policy Framework

The County Planning Authority has worked proactively with the applicant to ensure that the proposed development is acceptable in planning terms. The applicant has responded positively to the requests for additional traffic and transportation information and amendments have been made to satisfy the statutory consultees concerns. This has resulted in overall support for the development proposal from statutory consultees.

Source Documents

[Link to City Council Local Plan \(2018\)](#)





The north point is approximate and
should not be used as a true reference

Whilst every effort is made to keep these drawings
current, this cannot be guaranteed. All information
should therefore be checked and confirmed.
Cambridgeshire County Council cannot be held
responsible for errors or omissions outside of
its control.

Where a drawing is derived from Ordnance
Survey data, the following copyright statement
applies:
This drawing is based upon Ordnance Survey
material with the permission of Ordnance
Survey on behalf of the Controller of Her
Majesty's Stationery Office © Crown copyright.
Unauthorised reproduction infringes Crown
copyright and may lead to prosecution or civil
proceedings. 100023205 2015

© Crown copyright and database rights 2015 Ordnance
Survey 100023205

CPDC Proposed Site Plan

Site Name: Cambridge Professional Development Centre

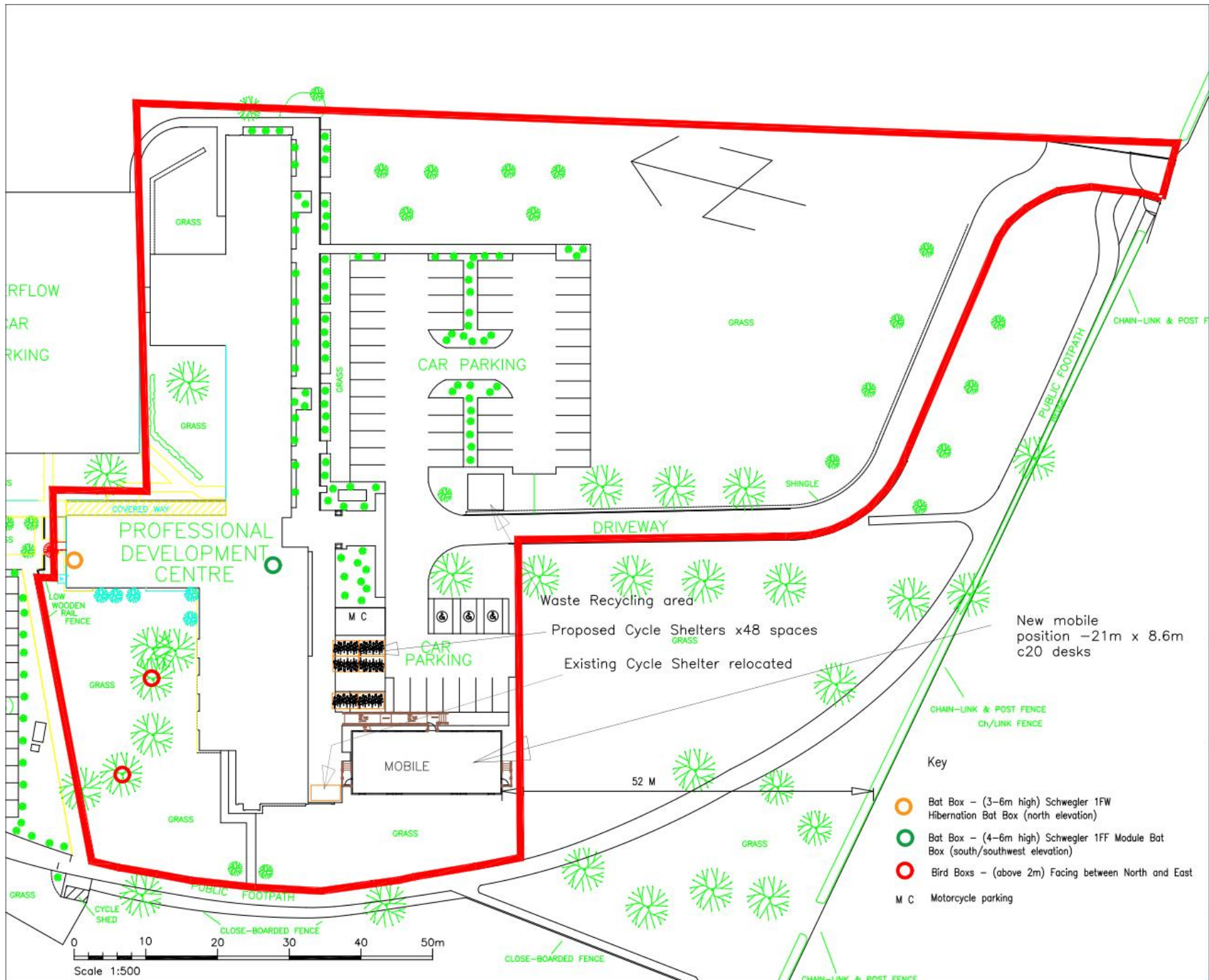
Drawing Number: 191115 - 04 - Rev02

Drawing File:
\\cvc.cambridgeshire.gov.uk\Data\Res Ppd\
CCC Building Surveys\
UNKNOWN SCHOOL (00001)\Main Building (0000101)
Drawings\0_Ground Floor (Date)_00000.dwg

Revision History:
\\cvc.cambridgeshire.gov.uk\Data\Res Ppd\
CCC Building Surveys\
Revisions\Revisions Sheet.xls

Images:
\\cvc.cambridgeshire.gov.uk\Data\Res Ppd\
CCC Building Surveys\
Images

Scale: 1 : 500 @ A3





The north point is approximate and should not be used as a true reference

Whilst every effort is made to keep these drawings current, this cannot be guaranteed. All information should therefore be checked and confirmed. Cambridgeshire County Council cannot be held responsible for errors or omissions outside of its control.

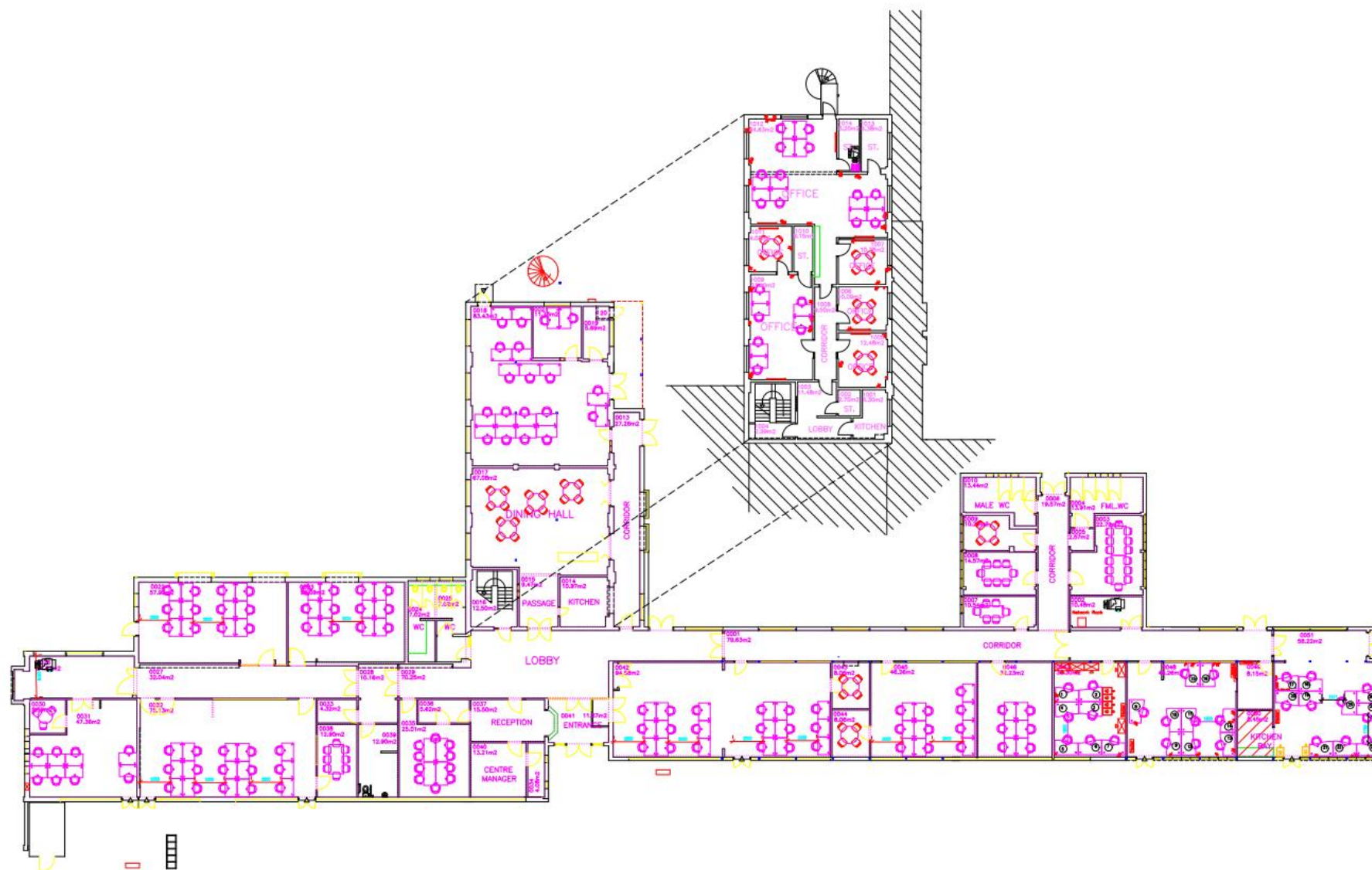
CPDC

Ground & First Floor
Proposed Floor plan

Site Name:
Cambridge Professional Development Centre

Drawing Number: 191115 - 03 - GF/FF - Rev 01

Date: 24-06-2020
Scale: 1 : 200 @ A2
Drawn by: SB



The north point is approximate and
should not be used as a true reference

Whilst every effort is made to keep these drawings
current, this cannot be guaranteed. All information
should therefore be checked and confirmed.
Cambridgeshire County Council cannot be held
responsible for errors or omissions outside of
its control.

Where a drawing is derived from Ordnance
Survey data, the following copyright statement
applies:
This drawing is based upon Ordnance Survey
material with the permission of Ordnance
Survey on behalf of the Controller of Her
Majesty's Stationary Office © Crown copyright.
Unauthorised reproduction infringes Crown
copyright and may lead to prosecution or civil
proceedings. 100023205 2012

© Crown copyright and database rights 2013 Ordnance
Survey 100023205

Location

**Cambridge Professional
Development Centre**

Drawing

**7 Bay Modular Building
Number 638
Elevations**

Drawing Number

191115-03-01

Drawing File:
\\ccc.cambridgeshire.gov.uk\Data\Res Ppd\
CCC Building Surveys\
Input - SITE NAME (USRN)\Building Name (UBRN)\
Drawings\Drawing Name.dwg
overflow text

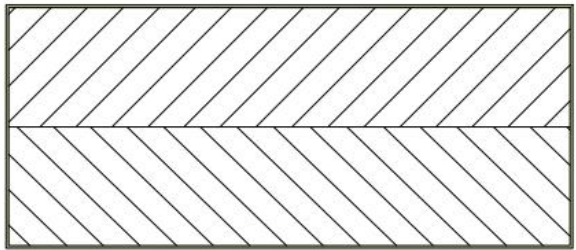
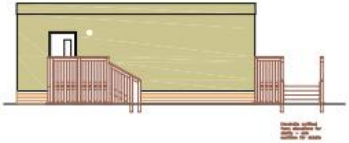
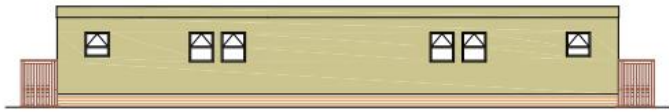
Revision History:
Steps updated

Date: Nov 19

Drawn by: RGH

Scale @ A3 1 : 200

● DO NOT SCALE THIS DRAWING ●



Roof Plan

Materials:
Windows: Anthracite Grey UPVC Windows
Walls: Moorland Green Plastisol panels
Roof: Polymeric Rhepanol fk Dark Grey

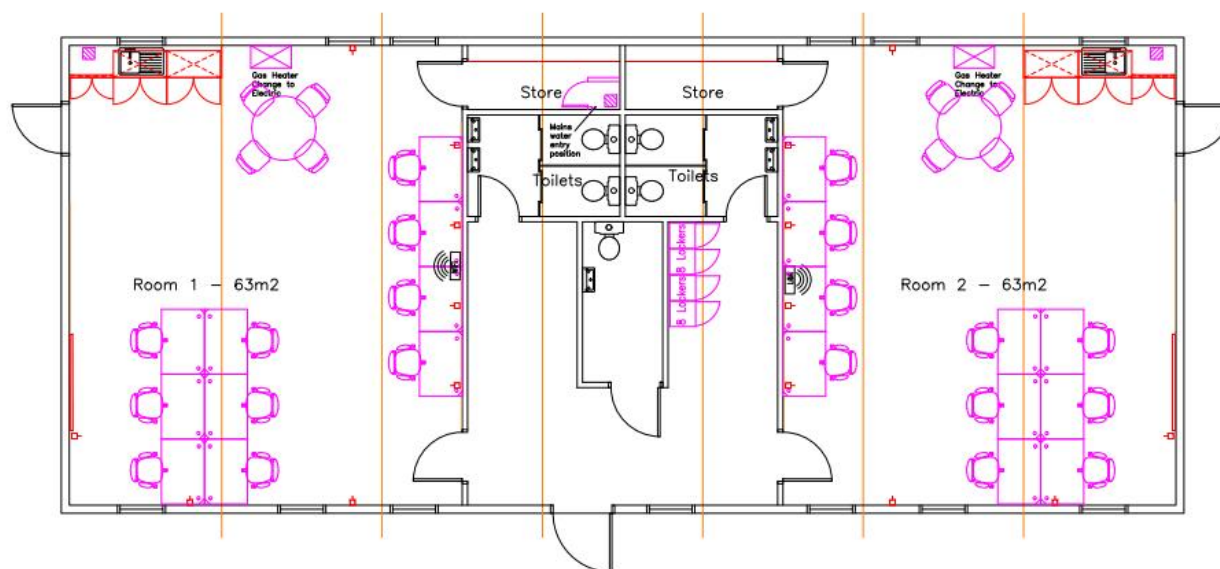


The north point is approximate and should not be used as a true reference

Whilst every effort is made to keep these drawings current, this cannot be guaranteed. All information should therefore be checked and confirmed. Cambridgeshire County Council cannot be held responsible for errors or omissions outside of its control.

Where a drawing is derived from Ordnance Survey data, the following copyright statement applies:
This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100023205 2012

© Crown copyright and database rights 2013 Ordnance Survey 100023205



Location

Cambridge Professional
Development Centre

Building

Modular Building
Proposed Floor Plan

Drawing Number

191115-05-Rev01

Drawing File:
\\ccc.cambridgeshire.gov.uk\Data\Res Ppd\
CCC Building Surveys\
Input - SITE NAME (USRN)\Building Name (UBRN)\
Drawings\Drawing Name.dwg
overflow text

Revision History:
11-11-19 Steps updated

Date: 24-06-2020

Drawn by: SB

Scale @ A3 1:100



Summary of Decisions Made Under Delegated Powers

To: Planning Committee

Date: 28 January 2021

From: Joint Interim Assistant Director, Environment & Commercial

Electoral division(s): All

Purpose: To consider the above

Recommendation: The committee is invited to note the report

Officer contact:

Name: Deborah Jeakins

Post: Principal Enforcement and Monitoring Officer

Email: [Link to the email address for Deborah Jeakins](#)

Tel: 01223 715544

1.0 INTRODUCTION

- 1.1 At the committee meeting on 31 January 2005 it was agreed that a brief summary of all the planning applications that have been determined by the Head of Strategic Planning under delegated powers would be provided.
- 1.2 The Scheme of Delegation set out in Part 3D of the Council's Constitution describes the extent and nature of the authority delegated to the Executive Director: Place and Economy to undertake functions on behalf of Cambridgeshire County Council. The delegations are made either by the Full Council or one of its committees. The Executive Director, considered it necessary and expedient, to authorise the Head of Strategic Planning (now the Joint Interim Assistant Director Environment & Commercial) to undertake functions on his behalf. These authorisations are included within a written schedule of authorisation published on the Council's website which is available at the following link for Place and Economy:
<https://www.cambridgeshire.gov.uk/council/council-structure/council-s-constitution/>.

2.0 SUMMARY OF DECISIONS

- 2.1 Four applications have been granted planning permission under delegated powers during the period between 22/10/20 and 14/01/21 as set out below:

1. CCC/20/051/FUL - Erection of Solar PV Panels and associated infrastructure and landscaping.

Location - North Angle Farm, Angle Common, Soham, Ely, Cambridgeshire, CB7 5HX.

Decision granted 19/11/20.

For further information please contact Emma Fitch 01223 715531.

2. CCC/20/054/FUL - Creation of an Energy Centre to serve the village of Swaffham Prior via a heat supply network. Centre will include a small visitors, education and exhibition space within an existing agricultural building. Erection of solar photovoltaic PV Panels, a borehole ground source heat collector with associated pumps and machinery, landscaping and associated works.

Location - Land at Goodwin Farm, 1 Heath Road, Swaffham Prior, Cambridge, CB25 0LA.

Decision granted 25/11/20.

For further information please contact Emma Fitch 01223 715531.

3. CCC/20/053/VAR – Continue development as a Waste Transfer and Recycling Facility. Informative: This Section 73 planning application seeks planning permission to Continue development as a Waste Transfer and Recycling Facility without compliance with Condition 5 Working Hours of planning permission H/05007/10/CW to amend working hours from 06.30 to 1800 Mondays to Saturdays to 06.30 to 22.00 Mondays to Saturdays for a temporary period.

Location – 6 Marston Road, Eynesbury, St Neots, Cambridgeshire, PE19 2HB.

Decision granted 25/11/20.

For further information please contact Luke Walstow 01223 703861.

4. F/2014/18/CM - Southern extension to Witcham Meadlands Quarry involving the extraction of sand and gravel; extraction of clay; storage of top soil & subsoil; formation of silt settlement ponds; and importation and landfill of inert waste.

Location - Land To The South Of Witcham Meadlands Quarry, Block Fen, Mepal, CB6 2AY.

Decision granted 04/12/20.

For further information please contact Helen Wass 01223 715522.

