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Cambridge City Council

Planning Committee

Committee Members: Councillors Stuart (Chair), Blencowe (Vice-Chair), Dryden, Hipkin, Marchant-Daisley, Rosenstiel, Saunders and Tunnacliffe

Alternates: Councillors Herbert and Swanson

Published & Despatched: Tuesday, 25 June 2013

Date: Wednesday, 3 July 2013
Time: 10.15 am
Venue: Committee Room 1 & 2 - Guildhall
Contact: James Goddard

AGENDA

9.15 am Member Briefing - Presentation by DVS on the Consideration of Viability as Part of the Planning Process

Please note that the Planning Committee will receive a Member Briefing in the Committee Rooms from 9:15 am ahead of the committee meeting. The Planning Committee will be held in Committee Rooms as normal at the slightly later start time of 10:15 am.

This Briefing is not open to members of the public.

1 Apologies

2 Declarations of Interest

Members are asked to declare at this stage any interests, which they may have in any of the following items on the agenda. If any member is unsure whether or not they should declare an interest on a particular matter, they are requested to seek advice from the Head of Legal Services before the meeting.

3 Minutes

To confirm the minutes of the meeting held on 5 June 2013.

Attached separately

Planning Items

4 Planning Applications

4a 12/1612/LBC -British Transport Police Station, Station Road *(Pages 17 - 44)*

4b 12/1622/FUL- CB1 - Block B1 *(Pages 45 - 130)*

4c 13/0584/FUL - UTC Cambridge, Long Road 6th Form College *(Pages 131 - 172)*

4d 12/1608/FUL - CB1 - Block A1/A2 *(Pages 173 - 262)*

4e 11/1294/FUL - Travis Perkins Residential *(Pages 263 - 362)*

4f 11/1295/FUL - Travis Perkins Depot, Devonshire Road *(Pages 363 - 422)*

4g

4g 12/1600/CAC - CB1 - demolition of Cityroomz *(Pages 423 - 448)*

Open Discussion About Comments From the Design and Conservation Panel

Member Briefing to be facilitated by Glen Richardson and Christian Brady.

To occur at the end of the Committee for half an hour.

Meeting Information

Location

The meeting is in the Guildhall on the Market Square (CB2 3QJ).

Between 9 a.m. and 5 p.m. the building is accessible via Peas Hill, Guildhall Street and the Market Square entrances.

After 5 p.m. access is via the Peas Hill entrance.

All the meeting rooms (Committee Room 1, Committee 2 and the Council Chamber) are on the first floor, and are accessible via lifts or stairs.

Local Government (Access to Information) Act 1985

Under Section 100D of the Local Government Act 1972, the following are "background papers" for each of the above reports on planning applications:

1. The planning application and plans;
2. Any explanatory or accompanying letter or document from the applicant;
3. Comments of Council departments on the application;
4. Comments or representations by third parties on the application as referred to in the report plus any additional comments received before the meeting at which the application is considered; unless (in each case) the document discloses "exempt or confidential information"
5. Any Structure Plan, Local Plan or Council Policy Document referred to in individual reports.

These papers may be inspected by contacting Patsy Dell (01223 457103) in the Planning Department.

Development Control Forum

Meetings of the Development Control Forum are scheduled for a week after the meetings of Planning Committee if required

Public Participation

Some meetings may have parts, which will be closed to the public, but the reasons for excluding the press and public will be given.

Members of the public who want to speak about an application on the agenda for this meeting may do so, if they have submitted a written representation within the consultation period relating to the application and notified the Committee Manager that they wish to speak by **12.00 noon on the day before** the meeting.

Public speakers will not be allowed to circulate any additional written information to their speaking notes or any other drawings or other visual material in support of their case that has not been verified by officers and that is not already on public file.

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Further information is available at

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The Chair will adopt the principles of the public speaking scheme regarding planning applications for general items, enforcement items and tree items.

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Representations on Planning Applications

Public representations on a planning application should be made in writing (by e-mail or letter, in both cases stating your full postal address), within the deadline set for comments on that application. You are therefore strongly urged to submit your representations within this deadline.

The submission of late information after the officer's report has been published is to be avoided.

A written representation submitted to the Environment Department by a member of the public after publication of the officer's report will only be considered if it is from someone who has already made written representations in

time for inclusion within the officer's report. Any public representation received by the Department after 12 noon two business days before the relevant Committee meeting (e.g by 12.00 noon on Monday before a Wednesday meeting; by 12.00 noon on Tuesday before a Thursday meeting) will not be considered.

The same deadline will also apply to the receipt by the Department of additional information submitted by an applicant or an agent in connection with the relevant item on the Committee agenda (including letters, e-mails, reports, drawings and all other visual material), unless specifically requested by planning officers to help decision-making.

Filming, recording and photography

The Council is committed to being open and transparent in the way it conducts its decision making. Recording is permitted at council meetings which are open to the public. The Council understands that some members of the public attending its meetings may not wish to be recorded. The Chair of the meeting will facilitate by ensuring that any such request not to be recorded is respected by those doing the recording.

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http://democracy.cambridge.gov.uk/ecSDDisplay.aspx?NAME=SD1057&ID=1057&RPID=42096147&sch=doc&cat=13203&path=13020%2c13203

Fire Alarm

In the event of the fire alarm sounding please follow the instructions of Cambridge City Council staff.

Facilities for disabled people

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A loop system is available in Committee Room 1, Committee Room 2 and the Council Chamber.

Accessible toilets are available on the ground and first floor.

Meeting papers are available in large print and other formats on request.

For further assistance please contact Democratic Services on 01223 457013 or democratic.services@cambridge.gov.uk.

Queries on reports

If you have a question or query regarding a committee report please contact the officer listed at the end of relevant report or Democratic Services on 01223 457013 or democratic.services@cambridge.gov.uk.

General Information

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APPENDIX 1 – DEVELOPMENT PLAN POLICY, PLANNING GUIDANCE AND MATERIAL CONSIDERATIONS

1.0 **Central Government Advice**

1.1 **National Planning Policy Framework (March 2012)** – sets out the Government's economic, environmental and social planning policies for England. These policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.

1.2 **Circular 11/95 – The Use of Conditions in Planning Permissions:** Advises that conditions should be necessary, relevant to planning, relevant to the development permitted, enforceable, precise and reasonable in all other respects.

1.3 **Community Infrastructure Levy Regulations 2010** – places a statutory requirement on the local authority that where planning permission is dependent upon a planning obligation the obligation must pass the following tests:

(a) necessary to make the development acceptable in planning terms;

(b) directly related to the development; and

(c) fairly and reasonably related in scale and kind to the development.

2.0 **Cambridgeshire and Peterborough Structure Plan 2003**

Planning Obligation Related Policies

P6/1 Development-related Provision
P9/8 Infrastructure Provision
P9/9 Cambridge Sub-Region Transport Strategy

3.0 **Cambridge Local Plan 2006**

3/1 Sustainable development
3/3 Setting of the City
3/4 Responding to context
3/6 Ensuring coordinated development
3/7 Creating successful places
3/9 Watercourses and other bodies of water
3/10Subdivision of existing plots
3/11 The design of external spaces
3/12 The design of new buildings
3/13 Tall buildings and the skyline
3/14 Extending buildings
3/15 Shopfronts and signage

4/1 Green Belt
4/2 Protection of open space
4/3 Safeguarding features of amenity or nature conservation value
4/4 Trees
4/6 Protection of sites of local nature conservation importance
4/8 Local Biodiversity Action Plans
4/9 Scheduled Ancient Monuments/Archaeological Areas
4/10 Listed Buildings
4/11 Conservation Areas
4/12 Buildings of Local Interest
4/13 Pollution and amenity
4/14 Air Quality Management Areas
4/15 Lighting

5/1 Housing provision
5/2 Conversion of large properties
5/3 Housing lost to other uses
5/4 Loss of housing
5/5 Meeting housing needs
5/7 Supported housing/Housing in multiple occupation
5/8 Travellers
5/9 Housing for people with disabilities
5/10 Dwelling mix
5/11 Protection of community facilities
5/12 New community facilities
5/15 Addenbrookes

6/1 Protection of leisure facilities
6/2 New leisure facilities
6/3 Tourist accommodation
6/4 Visitor attractions
6/6 Change of use in the City Centre
6/7 Shopping development and change of use in the District and Local Centres
6/8 Convenience shopping
6/9 Retail warehouses
6/10 Food and drink outlets.

7/1 Employment provision
7/2 Selective management of the Economy
7/3 Protection of Industrial and Storage Space
7/4 Promotion of cluster development
7/5 Faculty development in the Central Area, University of Cambridge
7/6 West Cambridge, South of Madingley Road
7/7 College and University of Cambridge Staff and Student Housing
7/8 Anglia Ruskin University East Road Campus
7/9 Student hostels for Anglia Ruskin University
7/10 Speculative Student Hostel Accommodation
7/11 Language Schools

8/1 Spatial location of development
8/2 Transport impact
8/4 Walking and Cycling accessibility
8/6 Cycle parking
8/8 Land for Public Transport
8/9 Commercial vehicles and servicing
8/10 Off-street car parking
8/11 New roads
8/12 Cambridge Airport
8/13 Cambridge Airport Safety Zone
8/14 Telecommunications development
8/15 Mullard Radio Astronomy Observatory, Lords Bridge
8/16 Renewable energy in major new developments
8/17 Renewable energy
8/18 Water, sewerage and drainage infrastructure

9/1 Further policy guidance for the Development of Areas of Major Change
9/2 Phasing of Areas of Major Change
9/3 Development in Urban Extensions
9/5 Southern Fringe
9/6 Northern Fringe
9/7 Land between Madingley Road and Huntingdon Road
9/8 Land between Huntingdon Road and Histon Road
9/9 Station Area

10/1 Infrastructure improvements

Planning Obligation Related Policies

3/7 Creating successful places
3/8 Open space and recreation provision through new development
3/12 The Design of New Buildings (*waste and recycling*)
4/2 Protection of open space
5/13 Community facilities in Areas of Major Change
5/14 Provision of community facilities through new development
6/2 New leisure facilities
8/3 Mitigating measures (*transport*)
8/5 Pedestrian and cycle network
8/7 Public transport accessibility
9/2 Phasing of Areas of Major Change
9/3 Development in Urban Extensions
9/5 Southern Fringe
9/6 Northern Fringe
9/8 Land between Huntingdon Road and Histon Road
9/9 Station Area
10/1 Infrastructure improvements *(transport, public open space, recreational and community facilities, waste recycling, public realm, public art, environmental aspects)*

4.0 Supplementary Planning Documents

4.1 **Cambridge City Council (May 2007) – Sustainable Design and Construction**: Sets out essential and recommended design considerations of relevance to sustainable design and construction. Applicants for major developments are required to submit a sustainability checklist along with a corresponding sustainability statement that should set out information indicated in the checklist. Essential design considerations relate directly to specific policies in the Cambridge Local Plan 2006. Recommended considerations are ones that the council would like to see in major developments. Essential design considerations are urban design, transport, movement and accessibility, sustainable drainage (urban extensions), energy, recycling and waste facilities, biodiversity and pollution. Recommended design considerations are climate change adaptation, water, materials and construction waste and historic environment.

4.2 **Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)**: The Design Guide provides advice on the requirements for internal and external waste storage, collection and recycling in new residential and commercial developments. It provides advice on assessing planning applications and developer contributions.

4.3 **Cambridge City Council (January 2008) - Affordable Housing**: Gives advice on what is involved in providing affordable housing in Cambridge. Its objectives are to facilitate the delivery of affordable housing to meet housing needs and to assist the creation and maintenance of sustainable, inclusive and mixed communities.

4.4 **Cambridge City Council (March 2010) – Planning Obligation Strategy:** provides a framework for securing the provision of new and/or improvements to existing infrastructure generated by the demands of new development. It also seeks to mitigate the adverse impacts of development and addresses the needs identified to accommodate the projected growth of Cambridge. The SPD addresses issues including transport, open space and recreation, education and life-long learning, community facilities, waste and other potential development-specific requirements.

4.5 **Cambridge City Council (January 2010) - Public Art:** This SPD aims to guide the City Council in creating and providing public art in Cambridge by setting out clear objectives on public art, a clarification of policies, and the means of implementation. It covers public art delivered through the planning process, principally Section 106 Agreements (S106), the commissioning of public art using the S106 Public Art Initiative, and outlines public art policy guidance.

4.6 **Old Press/Mill Lane Supplementary Planning Document (January 2010)** Guidance on the redevelopment of the Old Press/Mill Lane site.

Eastern Gate Supplementary Planning Document (October 2011)
Guidance on the redevelopment of the Eastern Gate site. The purpose of this development framework (SPD) is threefold:

- To articulate a clear vision about the future of the Eastern Gate area;
- To establish a development framework to co-ordinate redevelopment within
- the area and guide decisions (by the Council and others); and
- To identify a series of key projects, to attract and guide investment (by the Council and others) within the area.

5.0 **Material Considerations**

Central Government Guidance

5.1 **Letter from Secretary of State for Communities and Local Government (27 May 2010)**

The coalition government is committed to rapidly abolish Regional Strategies and return decision making powers on housing and planning to local councils. Decisions on housing supply (including the provision of travellers sites) will rest with Local Planning Authorities without the framework of regional numbers and plans.

5.2 **Written Ministerial Statement: Planning for Growth (23 March 2011)**

Includes the following statement:

When deciding whether to grant planning permission, local planning authorities should support enterprise and facilitate housing, economic and other forms of sustainable development. Where relevant and consistent with their statutory obligations they should therefore:

(i) consider fully the importance of national planning policies aimed at fostering economic growth and employment, given the need to ensure a return to robust growth after the recent recession;

(ii) take into account the need to maintain a flexible and responsive supply of land for key sectors, including housing;

(iii) consider the range of likely economic, environmental and social benefits of proposals; including long term or indirect benefits such as increased consumer choice, more viable communities and more robust local economies (which may, where relevant, include matters such as job creation and business productivity);

(iv) be sensitive to the fact that local economies are subject to change and so take a positive approach to development where new economic data suggest that prior assessments of needs are no longer up-to-date;

(v) ensure that they do not impose unnecessary burdens on development.

In determining planning applications, local planning authorities are obliged to have regard to all relevant considerations. They should ensure that they give appropriate weight to the need to support economic recovery, that applications that secure sustainable growth are treated favourably (consistent with policy in PPS4), and that they can give clear reasons for their decisions.

5.3 **City Wide Guidance**

Arboricultural Strategy (2004) - City-wide arboricultural strategy.

Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001) - This document aims to aid strategic and development control planners when considering biodiversity in both policy development and dealing with planning proposals.

Cambridge Landscape and Character Assessment (2003) – An analysis of the landscape and character of Cambridge.

Cambridge City Nature Conservation Strategy (2006) – Guidance on habitats should be conserved and enhanced, how this should be carried out and how this relates to Biodiversity Action Plans.

Criteria for the Designation of Wildlife Sites (2005) – Sets out the criteria for the designation of Wildlife Sites.

Cambridge City Wildlife Sites Register (2005) – Details of the City and County Wildlife Sites.

Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010) - a tool for planning authorities to identify and evaluate the extent and nature of flood risk in their area and its implications for land use planning.

Strategic Flood Risk Assessment (2005) – Study assessing the risk of flooding in Cambridge.

Cambridge and Milton Surface Water Management Plan (2011) – A SWMP outlines the preferred long term strategy for the management of surface water. Alongside the SFRA they are the starting point for local flood risk management.

Cambridge City Council (2011) - Open Space and Recreation Strategy: Gives guidance on the provision of open space and recreation facilities through development. It sets out to ensure that open space in Cambridge meets the needs of all who live, work, study in or visit the city and provides a satisfactory environment for nature and enhances the local townscape, complementing the built environment.

The strategy:

- sets out the protection of existing open spaces;
- promotes the improvement of and creation of new facilities on existing open spaces;
- sets out the standards for open space and sports provision in and through new development;
- supports the implementation of Section 106 monies and future Community Infrastructure Levy monies

As this strategy suggests new standards, the Cambridge Local Plan 2006 standards will stand as the adopted standards for the time-being. However, the strategy's new standards will form part of the evidence base for the review of the Local Plan

Balanced and Mixed Communities – A Good Practice Guide (2006) – Produced by Cambridgeshire Horizons to assist the implementation of the Areas of Major Change.

Green Infrastructure Strategy for the Cambridgeshire Sub-Region (2006) - Produced by Cambridgeshire Horizons to assist the implementation of the Areas of Major Change and as a material consideration in the determination of planning applications and appeals.

A Major Sports Facilities Strategy for the Cambridge Sub-Region (2006) - Produced by Cambridgeshire Horizons to assist the implementation of the Areas of Major Change.

Cambridge Sub-Region Culture and Arts Strategy (2006) - Produced by Cambridgeshire Horizons to assist the implementation of the Areas of Major Change.

Cambridge Quality Charter for Growth (2008) – Sets out the core principles of the level of quality to be expected in new developments in the Cambridge Sub-Region

Cambridge City Council - Guidance for the application of Policy 3/13 (Tall Buildings and the Skyline) of the Cambridge Local Plan (2006) (2012) - sets out in more detail how existing council policy can be applied to proposals for tall buildings or those of significant massing in the city.

Cambridge Walking and Cycling Strategy (2002) – A walking and cycling strategy for Cambridge.

Protection and Funding of Routes for the Future Expansion of the City Cycle Network (2004) – Guidance on how development can help achieve the implementation of the cycle network.

Cambridgeshire Design Guide For Streets and Public Realm (2007): The purpose of the Design Guide is to set out the key principles and aspirations that should underpin the detailed discussions about the design of streets and public spaces that will be taking place on a site-by-site basis.

Cycle Parking Guide for New Residential Developments (2010) – Gives guidance on the nature and layout of cycle parking, and other security measures, to be provided as a consequence of new residential development.

Air Quality in Cambridge – Developers Guide (2008) - Provides information on the way in which air quality and air pollution issues will be dealt with through the development control system in Cambridge City. It compliments the Sustainable Design and Construction Supplementary Planning Document.

The Cambridge Shopfront Design Guide (1997) – Guidance on new shopfronts.

Roof Extensions Design Guide (2003) – Guidance on roof extensions.

Modelling the Costs of Affordable Housing (2006) – Toolkit to enable negotiations on affordable housing provision through planning proposals.

5.6 **Area Guidelines**

Cambridge City Council (2003)–Northern Corridor Area Transport Plan:
Cambridge City Council (2002)–Southern Corridor Area Transport Plan:
Cambridge City Council (2002)–Eastern Corridor Area Transport Plan:
Cambridge City Council (2003)–Western Corridor Area Transport Plan:
The purpose of the Plan is to identify new transport infrastructure and service provision that is needed to facilitate large-scale development and to identify a fair and robust means of calculating how individual development sites in the area should contribute towards a fulfilment of that transport infrastructure.

Buildings of Local Interest (2005) – A schedule of buildings of local interest and associated guidance.

Brooklands Avenue Conservation Area Appraisal (2002)
Cambridge Historic Core Conservation Area Appraisal (2006)
Storeys Way Conservation Area Appraisal (2008)
Chesterton and Ferry Lane Conservation Area Appraisal (2009)
Conduit Head Road Conservation Area Appraisal (2009)
De Freville Conservation Area Appraisal (2009)
Kite Area Conservation Area Appraisal (1996)
Newnham Croft Conservation Area Appraisal (1999)
Southacre Conservation Area Appraisal (2000)
Trumpington Conservation Area Appraisal (2010)
Mill Road Area Conservation Area Appraisal (2011)

West Cambridge Conservation Area Appraisal (2011)

Guidance relating to development and the Conservation Area including a review of the boundaries.

Jesus Green Conservation Plan (1998)
Parkers Piece Conservation Plan (2001)
Sheeps Green/Coe Fen Conservation Plan (2001)
Christs Pieces/New Square Conservation Plan (2001)

Historic open space guidance.

Hills Road Suburbs and Approaches Study (March 2012)
Long Road Suburbs and Approaches Study (March 2012)
Barton Road Suburbs and Approaches Study (March 2009)
Huntingdon Road Suburbs and Approaches Study (March 2009)
Madingley Road Suburbs and Approaches Study (March 2009)
Newmarket Road Suburbs and Approaches Study (October 2011)

Provide assessments of local distinctiveness which can be used as a basis when considering planning proposals

Station Area Development Framework (2004) – Sets out a vision and Planning Framework for the development of a high density mixed use area including new transport interchange and includes the **Station Area Conservation Appraisal**.

Southern Fringe Area Development Framework (2006) – Guidance which will help to direct the future planning of development in the Southern Fringe.

West Cambridge Masterplan Design Guidelines and Legal Agreement (1999) – Sets out how the West Cambridge site should be developed.

Mitcham's Corner Area Strategic Planning and Development Brief (2003) – Guidance on the development and improvement of Mitcham's Corner.

Mill Road Development Brief (Robert Sayle Warehouse and Co-Op site) (2007) – Development Brief for Proposals Site 7.12 in the Cambridge Local Plan (2006)

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PLANNING COMMITTEE **03rd July 2013**

Application Number	12/1612/LBC	**Agenda Item**	
Date Received	4th February 2013	**Officer**	Mrs Sarah Dyer
Target Date	1st April 2013		
Ward	Petersfield		
Site	British Transport Police Station 55 Station Road Cambridge Cambridgeshire		
Proposal	Demolition of the British Transport Police Wing of the grade II listed station building		
Applicant	Mr Sven Topel		

SUMMARY	The development accords with the Development Plan for the following reasons: An assessment of the British Transport Police Wing and the 1960s Station Platform Canopy as parts of the listed Station buildings and a heritage asset has been carried out. The demolition of British Transport Police Wing and the 1960s Station Platform Canopy is justified by the public benefit that will derive from the delivery of the Cycle Park and Station Square as part of the wider Station Area redevelopment
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site forms part of a larger area, which is the subject of the CB1 Station Area Redevelopment proposals for which outline planning permission was granted in April 2010. The application site runs around the existing British Transport Police (BTP) wing of the Station which is attached to the northern wing of the Station building and around the canopy which serves Platform 6 at the Station.

1.2 To the south of the site is the existing taxi rank that serves the Station, to the north the station car park, to the east the railway

line and to the west the access to the car park, Cityroomz hotel, railway offices and an art gallery which is part of the CB1 development.

1.3 The site is within the Station Area Redevelopment Framework Boundary and within the Central Conservation Area No.1. The Station buildings, which include the British Transport Police (BTP) wing and the canopy to the platform are grade II listed and Cityroomz Hotel is a Building of Local Interest (BLI). There are two trees on the site adjacent to the northern wing, which are subject to protection by virtue of their location in the Conservation Area. The site falls within the controlled parking zone.

2.0 THE PROPOSAL

2.1 Listed Building Consent is sought for the demolition of the British Transport Police (BTP) wing and the canopy to the platform. Parameter Plan 1 of the Outline consent identifies the BTP wing and the platform canopy as part of a listed building to be demolished. Whilst this does not negate the need for Listed Building Consent it is a material consideration.

2.2 The application is accompanied by the following supporting information:

1. Design and Access Statement by Formation Architects with Oxford Architects
2. Heritage Statement by Beacon Planning

2.5 The application has been amended in the following ways:

- Bat survey of the British Transport Police wing

3.0 SITE HISTORY

Reference	Description	Outcome
08/0266/OUT	CB1 Station Area Redevelopment	A/C
12/1600/CAC	(Adjacent site) Demolition of 'CityRoomz' building (former Sleeperz Hotel), and former railway offices to north	Pending consideration
12/1608/FUL	Adjacent site) Block B1 of CB1 Station Area Redevelopment – retail/hotel/Cycle Park	Pending consideration
12/1622/FUL	(Adjacent site) Block A1/A2 of CB1 Station Area Redevelopment – office/retail/landscaping	Pending consideration
13/0211/CL2PD	Certificate of Lawfulness under section 192 for the Station car park	Pending consideration

4.0 PUBLICITY

4.1

Advertisement:	Yes
Adjoining Owners:	Yes
Site Notice Displayed:	Yes
Public Meeting/Exhibition	No
DC Forum	No

5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridgeshire and Peterborough Structure Plan 2003 policies, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2006	4/10 4/11 4/12 4/13 8/2 9/9

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

Central Government Guidance	National Planning Policy Framework March 2012 Circular 11/95 Community Infrastructure Levy Regulations 2010
Material Considerations	<u>Central Government</u>: Letter from Secretary of State for Communities and Local Government (27 May 2010) Written Ministerial Statement: Planning for Growth (23 March 2011)
	<u>Citywide</u>: Air Quality in Cambridge – Developers Guide
	<u>Area Guidelines</u>: Buildings of Local Interest Station Area Development Framework/Station Area Conservation Appraisal New Town and Glisson Road Area Conservation Appraisal

6.0 CONSULTATIONS

Cambridgeshire County Council (Engineering)

6.1 No objection subject to a condition to secure a Traffic Management Plan for demolition/construction traffic and informatives.

Head of Environmental Services

6.2 Environmental Protection

Construction Method Statement

During construction and demolition, noise, vibration and dust has the potential to harm the locality amenity if not controlled. A Demolition and Construction Environmental Management Plan (DCEMP) should be secured by condition.

Urban Design and Conservation Team

6.3 Existing:

The application contains a Heritage Statement that gives a good broad history of the site around the railway station and the evolution of the various elements of the LB. The main focus of the design is the colonnade at the front of the station which is at the termination of the vista down Station Road. Most of the historic railway / industrial setting around the site has been gradually eroded by now but minor outbuildings or subsidiary wings, such as the Parcels Office and Police Station remain.

The Heritage Statement analysis gives the Police Station a rating of *moderate significance* and suggests that it was not purpose-built and has had various uses and alterations over time.

6.4 Proposed:

If this element of the LB is to be demolished, then the quality and suitability of the proposed replacement building(s) both for the CA and the nearby LB must be assessed before any scheme can be supported. The detailed assessment by U D & C Section is to be found at 12 /1622 / FUL on this matter.

Whilst the ‘masterplan’ process always assumed demolition of the LB wing and other railway buildings, no consent has ever been granted and the changed circumstances since 2008 and changes to the proposals for this area of the larger scheme mean that this LBC application must be assessed against current policies. It also is tied inextricably to the application for the replacement building and the two things must be seen, assessed and balanced together.

The problem is that this application [and that for the replacement building] should be running in parallel with one for the redevelopment and enhancement of the main LB, the railway station, so that the works are coordinated in a reasonable fashion. What would not be acceptable would be for the demolition of elements of the LB to be permitted only for a later application to provide that sort of floorspace and building scale elsewhere for want of a proper overview of how the railway station is to operate in conjunction with the new buildings envisaged in the earlier masterplan.

The Police Station is of modest interest and significance; it is typical of many others connected with railway operation, built of local materials and altered whenever necessary for functional reasons. Such interest as it has is tied to it being one of the last remnants of the goods, functional & industrial [ie: non-passenger] side of the railway on this site and, for that reason, its loss would be a pity. However, this is not Swindon or York - the town is not a railway town and, for the foreseeable future, will have the Listed station as a permanent reminder of the way the town grew in the C19 partly because of the railway. The station itself does not have a particularly appropriate setting [a matter addressed in the masterplan] and the relationship between it and this building is rather lost due to the demolition of other, intervening railway buildings and the loss of sidings, etc. which have been replaced by a rather ramshackle car park. The context has changed.

Whilst the loss of historic buildings – especially LBs – is regrettable, this can be partly offset by making good architectural & historic records / surveys to be kept in public archives, salvaging any items of interest for display or reuse and, possibly, marking their passing in plaques, street names or

the like. Also the materials of construction can be salvaged for reuse to maintain an appropriate level of sustainability.

The drawings indicating the extent of demolition show that some of the building elements are relatively modern and of little significance and that the C19 part of the railway station that will be revealed can be made good in a coherent manner which will be fit to be seen [subject to detailed design and good standards of materials and workmanship] although the proposed plant enclosure is of concern. These matters should be resolved via planning conditions.

6.5 Conclusion:

The loss of historic buildings in a prominent location in the CA is always a matter for regret and the policies at national & local level are against such a loss except in cases where there is a demonstrable benefit to be derived. In this case, the decision makers who granted outline permission for the 'masterplan' were aware of the presumed demolition and assessed it to be worthwhile. The consent for the whole development was consulted upon at that time. All the discussions about the replacement building were predicated on the design having to be assessed as of suitable quality to meet the policy 'tests'.

6.6 Suggested Conditions

- Photographic record
- Consultation with County Archaeology
- Demolition method statement
- No demolition before contract let
- Detailed plans for alteration of railway station platform canopy
- Means by which items of architectural/historic interest will be preserved, protected and treated.

English Heritage

6.7 English Heritage has provided a combined response on all four of the current applications because they consider them to be closely interrelated.

Summary

The applications include demolition of buildings. The need for demolition of these structures was identified in the Masterplan and in granting Outline consent it is assumed that the City Council has taken the view that there is a greater public benefit to be derived from the redevelopment that justifies the loss of the buildings. It is therefore important the new buildings deliver on the vision and are of high quality. EH has some concerns regarding the Cycle Park and Hotel building and recommends modifications.

Demolitions

It is clear from the Heritage Statement that the north wing was built as a separate building and is listed only by virtue of the fact that it is attached to the listed station building. It would not merit listing in its own right and it is uncertain if it would have been identified as a BLI.

In 2008 EH requested that consideration be given to an alternative Masterplan layout to enable retention of the Cityroomz building. This alteration was not made and Outline consent has been granted. EH now acknowledges the potential for enhancement of the Conservation Area through comprehensive redevelopment.

Conditions are recommended to ensure that demolition is prevented until permission has been granted for a replacement building and a contract let.

Replacement Buildings

Block A1/A2

The Design and Access Statement for One The Square (Block A1/A2) shows that the design has evolved following careful analysis of the site context. This building has the potential to provide an appropriate enclosure to the west side of the new square subject to details being secured by condition.

Block B1

The siting and massing of the Cycle Park/Hotel has the potential to read as part of a 'family' with One The Square. However aspects of the design will detract from the Square. In particular the building does not include a double height arcade that is incorporated in One The Square and this should be reconsidered. Also sketches in the Design and Access Statement suggest an ordered masonry elevation incorporating an arcade and ground and first floor, with a range of tall, linked windows to the 2nd, 3rd and 4th floors and a separate set of 'attic' windows to the 5th floor. This has not been followed through on the elevations and needs to be reconsidered.

The Victorian Society

6.8 The Victorian Society was formally consulted on the application because the demolition works involve listed buildings.

The Victorian Society objects to the application on the grounds that the proposed hotel and cycle park, by virtue of their size and location, would harm the setting and character of the station.

Design and Conservation Panel (Meeting of July 2012) (Pre-Application)

6.9 Multi Storey Cycle Park/ Hotel (B1)

- Access. The Panel would have liked to have been able to better understand the night-time servicing arrangements north of the Square, and be given details on the operation of a link between B1 and the railway footbridge.
- Cycle parking spaces. The proposed cycle parking provision in terms of amount and detailed arrangements were welcomed.
- Station Square elevation. This is in need of animation, particularly at the northwesterly tip where the façade is at its weakest. In the Panel's view, the addition of a canopy along this façade would help address the Square, provide solar shading for the hotel restaurant and encourage animation. This could be no more than 2meters in depth to accommodate the growing trees and cycle movements at street level. Further development of the base façade at ground and first floor levels would help to establish a greater relationship with the Station building.

- Northern approach. High quality signage along this blank façade would provide the building with a sense of identity and provide additional animation.
- Perforated metal screens. The Panel were generally comfortable with the handling of these screens, although there was some concern that they would appear stark on the elevation facing the railway line. Any issues relating to wind vibration (whistling) and potential light pollution could be resolved with good detailing.
- Rooftop: plant and equipment. Details re. appearance and materials are required.
- Devonshire Road. The Panel would welcome the provision of a clearly delineated access for pedestrians and cyclists from the surface car park to Devonshire Road. The use of a similar palette of materials applied to create a shared surface as proposed for the Station Square would be welcomed.

Conclusion

The concept of a single building comprising a hotel and cycle parking is welcomed. As with A1 /A2 the Panel would wish to emphasise the architectural importance of a colonnade to set an enclosure line for B1 at a scale that relates to the listed station.

VERDICT – AMBER (unanimous)

Design and Conservation Panel (Meeting of February 2013)

6.10 Michael Richter of Formation Architects presented a response to the design issues raised at the July 2012 Sub-Panel and consultation comments subsequently provided in relation to the submitted planning application. Amendments include the following:

- Improved overall proportions and light levels into the cycle park (red panels removed).
- Eastern elevation (track side) now a mirror image of the Western elevation.
- Northern elevation – now with more substantial brick columns and recessed panels intended for greater relief.
- Roofscape. A 2m high plant enclosure, set back but visible from long views.

The Panel's comments are as follows:

- Southern elevation. The Panel were disappointed that a colonnade of comparable quality and depth to that proposed for One The Square was not envisaged. It was judged to be a missed opportunity to take advantage of a south-facing position and to provide for greater animation. As regards the recessed wings the Panel felt that the use of this feature could benefit from further examination to realise a more comfortable relationship between the recessed section and the horizontal emphasis of the dominant middle elevation. The south elevation is the most important façade to the scheme, providing enclosure to the northern end of the Station Square, and there is a strong case for additional investment in this elevation with a more restrained treatment to the other elevations.
- Change in rhythm (western elevation). The Panel were informed this change was in response to the internal layout, but felt this layout should be re-examined to create for a more visually coherent façade treatment.
- Fenestration (attic level). In the Panel's view, the top row of windows would 'read' more effectively if a layer of brickwork was introduced between the window heads and the reconstituted stone cornice.
- Roofscape (renewables). The Panel note that further work will be undertaken to examine the potential for solar panels. Any solar panels should be contained within the rooftop plant enclosure.
- Plant enclosure. The Panel were disappointed not to see a more integrated approach to the design of the plant enclosure. There appeared to be very little relationship between the plant enclosure and the rest of the building. While it was noted that the enclosure conformed to the limits set out in the parameters of the outline planning permission, its overall height should be kept to a minimum, and more consideration should be given to its impact in long views from the southern end of Station Square.
- Link with station footbridge. The Panel noted that due to operational issues, this link is not currently being provided. However, it was further noted that the option to provide a footbridge link would be still be technically possible in the future.

Conclusion

The Panel felt that the proposals did not have the stature expected of a building in this most prominent of locations overlooking the proposed square and adjoining the listed station building. The absence of a colonnade of comparable scale and grace to that proposed for One, The Square is a source of disappointment.

VERDICT – RED (2), AMBER (3)

Design and Conservation Panel (Meeting of June 2013)

6.11 VERDICT – AMBER (3) GREEN (3)

The minutes of this meeting are not currently available and will be attached to the Amendment Sheet.

6.12 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

7.0 REPRESENTATIONS (including representations received on all four related applications)

7.1 The owners/occupiers of the following addresses have made representations:

3 Ascham Road
72 Devonshire Mews
2 Highsett, Hills Road
Highsett, Hills Road
34 Porson Road

7.2 The representations can be summarised as follows:

Concerns and objections

Loss of Existing Buildings

Cityroomz Hotel should not be demolished until a replacement building is approved and ready to be constructed.

Support for views of English Heritage (2)

Existing buildings such as the northern wing of the station should be retained and incorporated into the development in common with St Pancras and Kings Cross.

The New Building

A double height arcade should be incorporated into the ground floor.

The design is wholly unworthy of its important location and a redesign is necessary. The building does respect the location in terms of its height and change in fenestration in line with the height of the station. The fenestration to the upper floors is at odds with the enclosing nature of the square and emphasises the height. There is a lack of detail at a human scale on the elevation. The standard of design of One The Square should not be lowered by this building. The application should be refused.

The City does not need another glass and steel monstrosity.

Cycle parking

Too many cycles are abandoned in the current facility. This could be avoided by charging for parking with money refunded on collection or users given a time limit after which cycles will be removed.

Short stay provision should be provided for cyclists using shops and buying rail tickets.

Other Issues

The replacement hotel should provide rooms at a reasonable rate as Cityroomz does.

7.3 Cambridge Cycling Campaign has made representations as follows:

The Campaign enthusiastically support the application.

The CCC refer the comments of the Highway Authority.

Stepped Ramps – CCC are persuaded that the proposed ramps will cope well with high volumes of movements. There is potential for the building to be extended which could incorporate a cycleable ramp. A cycleable ramp would have been three times longer.

Lifts –spaces are provided at ground level to cyclists with disabilities and untypical cycles. A condition to secure a management regime for these spaces is needed. However a lift would be helpful.

Connection to island platform – the cycle park has been designed to facilitate a link to the bridge to the island platform and a condition should added to ensure the design accommodates this link.

Free cycle parking – a planning condition should be imposed to ensure that no more than 5% of spaces can be charged for.

Overnight closure – a condition should be imposed to ensure that the cycle park remains open while trains are running, including when the last train is late.

Route through Station Square – this route needs to be clarified to avoid conflicts with vehicles.

7.4 Cambridge City Licensed Taxis Ltd has made representations on both this site and One The Square as follows:

Introduction – CCLT represent over 200 licensed taxi drivers within Cambridge. CCLT objects to the impact of cycles and other traffic on taxis using the Northern Access Road (NAR) and the Station Square. CCLT will be submitting detailed representations in relation to the application for Station Square.

The Development – reference is made to the application details and to the application for the surface car park for 459 spaces which is understood to be permitted development.

Development Plan and other policies – reference is made to Local Plan policy 9/9, Transport 2010 – The Ten Year Plan', the Cambridgeshire Local Transport Plan (2006-2011) and the Station Area Development Framework. CCLT consider that these documents emphasise the importance of improving taxi

facilities at the Station, enhancing the ability of taxis to provide a public transport service and providing facilities for disabled people. The proposals fail to meet these policy objectives and it would be unlawful for the City Council to approve them.

Transport Implications of the development – congestion at the Tenison Road/NAR junction will cause significant numbers of taxis and other vehicles to queue on the NAR which will adversely affect the occupiers of flats fronting this road. Delays will also lead to increased taxi fares and there will be an impact on the ability of taxis to service the rank. This situation can be resolved by allowing taxi access off Station Road via the bus gate.

Station Square – there will be greater potential for conflicts between taxis, pedestrians, cyclists and other road users in the Square.

Conclusion – consent should only be granted for the hotel, cycle store and car park if the Council is satisfied that the Square layout will allow taxis to enter, circulate and exit safely and efficiently.

7.5 David Campbell Bannerman MEP has made objections which relate to the Block A1/A2 and the loss of City Roomz.

7.6 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

8.0 ASSESSMENT

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

1. Principle of demolition
2. Impact on Heritage Assets
3. Other environmental impacts
4. Third party representations
5. Planning Obligation Strategy

Principle of Demolition

8.2 Parameter Plan 1 of the Masterplan identifies the BTP wing and the platform canopy as part of a listed building to be demolished. In the report that was considered by Planning Committee in October 2008 the following comment is made about the demolition of these buildings:

8.235 The Applicant's Additional Conservation Issues Report and Planning and Heritage Statement – Proposed Works to Cambridge Railway Station set out their case for the removal of the BTP wing. A plan is included which demonstrates that was it to be retained the BTP wing would significantly impact upon the operation of the taxi drop off and pick up area at the northern end of the square. Concern is expressed that this would necessitate moving this vehicle dominated area to the south in front of the colonnaded element of the Station to the detriment of its setting and against the aim of providing a clear pedestrian space in front of the Station

8.236 Essentially the arguments in favour of the demolition of the BTP wing are three fold. Firstly it is argued that this wing is a later addition to the Station and its removal will enable the original concept of the station building with central arcaded element and two wings to be re-introduced. Secondly the retention of the BTP wing would have an adverse impact on the function and appearance of the new Station Square as detailed above. Thirdly the removal of the BTP will enable the Station Square and the transport interchange generally to operate more effectively through providing a substantial car-free space in the centre of the square.

8.237 It is my view that given the substantial community benefit that will arise from the masterplan proposals and the proposed works to the Station the removal of the BTP wing is acceptable. I am convinced by the Applicants submission that demonstrates that proper consideration has been given to retaining the BTP wing and incorporating it into the scheme.

8.3 My views have not changed. I consider that subject to the grant of Listed Building Consent, the principle of the demolition of the BTP wing and the platform canopy is acceptable.

Impact on Heritage Assets

8.4 In this section of my report I consider the submissions made by the applicant and make my assessment against the policy context. The applications for Listed Building Consent/Conservation Area Consent and planning permission are supported by a Heritage Statement as required by paragraph 128 of the National Planning Policy Framework (NPPF). An Addendum has also been produced which explains why it is necessary to demolish Cityroomz and the Station Offices buildings even though these buildings are not beneath the footprints of the new building or the Station Square. Officers in the Urban Design and Conservation Team have not raised any concerns about this analysis and support the scheme subject to the imposition of planning conditions to address matters of detail.

8.5 The applicants have correctly identified the heritage assets that are affected by the development as the Station Building which is a listed building, Cityroomz which is a Building of Local Interest (BLI) and the Conservation Area. The NPPF includes buildings that are locally listed in the definition of a heritage asset.

8.6 The significance of these buildings has been assessed using NPPF and other guidance. The aspects of high/moderate significance have been identified as the main central section and north wing of the Station. The British Transport Police wing and Cityroomz are regarded as being of moderate significance and the 1960s station platform canopy of no significance. The Station Offices are of moderate/low significance.

<u>The applicants submissions in relation to the BTP wing and the station platform canopy</u>

8.7 The Heritage Statement starts by looking at the history of Station buildings and then looks at the individual elements that are affected by demolition and development. The Station building is assessed in detail and the main central section is determined to be of ‘high significance’ and the North Wing of ‘high/moderate significance’.

8.8 The BTP wing is determined to be of 'moderate significance'. The history of the BTP wing prior to 1887 is unclear. A plan from 1887 shows the building as free standing and of a different design than its present form. By 1927 the building was linked to the Station. During the 1960s the use by the BTP had begun. The BTP wing also make a contribution to the Conservation Area in enclosing the space to the north of the Station but this space is currently cluttered by taxi and cycle parking.

8.9 The station platform canopy is determined to be of 'no significance'. It was constructed in the 1960s and replaced a 19th century canopy of which part remains which is unaffected by the demolition works.

8.10 The Heritage Statement then considers the impact of the development on significance. It is considered by the applicants that the BTP wing was neither part of the original station buildings nor part of the major alterations that took place in 1863. The BTP wing has been significantly altered over the years and internally does not have any features of architectural or historic interest. They also consider that the BTP wing is not of particular significance either in terms of its historic fabric, to our understanding of how the station functioned or to the wider station area. The List description for the station does not make reference to the buildings/structures that are proposed for demolition.

<u>The relevant policy context and assessment</u>

8.11 The advice in the NPPF on dealing with the removal of heritage assets is as follows:

Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- *the nature of the heritage asset prevents all reasonable uses of the site*

- *no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation*

- *conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible*

- *the harm or loss is outweighed by the benefit of bringing the site back into use.*

8.12 Local Plan policy is not silent on the issue of demolition of listed buildings as heritage assets and requires that the demolition will only be permitted if the building is structurally unsound or it cannot continue in its current use/there are no viable alternative uses and wider public benefits will accrue from redevelopment. The advice in both the policy and the NPPF helps to identify how an assessment of the application should be made.

8.13 Both the policy and the NPPF look to establish either a clear public benefit or compliance with a set of criteria. It is important to note that a justification for demolition does not need to establish both a public benefit argument and compliance with the criteria or test established by policy/guidance.

8.14 In this case the nature of the heritage asset does not prevent use of the site and the buildings are currently in beneficial use. No evidence has been brought forward regarding the availability of grant funding or public/charitable ownership. The justification in this case is solely reliant upon the 'public benefit' argument.

8.15 Although listed building consent is needed I would argue that the basis of the public benefit was established at the Outline Consent stage. The redevelopment of the Station Area as a whole is necessary to bring forward the very significant improvements to the transport interchange that include works to the Station, the new Station Square, the bus interchange and Cycle Park. In this case the Cycle Park facility cannot be brought forward in its current form unless the northern wing of the station buildings is removed.

8.16 In reaching this view I am mindful of the Senior Conservation Officer's view as follows:

> '.The loss of historic buildings in a prominent location in the CA is always a matter for regret and the policies at national & local level are against such a loss except in cases where there is a demonstrable benefit to be derived. In this case, the decision makers who granted outline permission for the 'masterplan' were aware of the presumed demolition and assessed it to be worthwhile. The consent for the whole development was consulted upon at that time. All the discussions about the replacement building were predicated on the design having to be assessed as of suitable quality to meet the policy 'tests''

8.17 I share the Senior Conservation Officer's view that the design of the new building is an extremely important consideration. All of the discussions with the applicants have been based on the need for the new building to be appropriate for its setting in the Conservation Area. I also appreciate the views of the Senior Conservation Officer regarding the need to consider works to the station itself in parallel with this application. Unfortunately the Station Change works are not in the control of the applicants and are being pursued by Network Rail separately. For this reason a parallel consideration has not been possible.

8.18 I am convinced that the new Cycle Park/hotel building will be a positive asset to the Conservation Area for the reasons set out in my report on the planning application. This view is shared by the Design and Conservation Panel, and the Urban Design and Conservation Team. These views provide the necessary justification for the demolition of the BTP wing of the station. In particular I note the views of English Heritage which support the 'potential for enhancement of the Conservation Area though comprehensive redevelopment' and that question whether the BTP wing would be worthy of BLI status.

8.19 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 4/11 and 4/12 and guidance provided by the NPPF and overcomes the reasons for refusal of the previous application.

Other environmental impacts

8.20 I have recommended conditions and informatives as recommended by the Highway Authority officer and the Environmental Health Officer.

8.21 In my opinion, subject to compliance with conditions, the proposal is compliant with Cambridge Local Plan (2006) policies 4/13 and 8/2.

Third Party Representations

8.22 I have addressed the issues raised in this report and in the related report on the planning application.

9.0 CONCLUSION

9.1 In my view the demolition of the BTP wing of the Station is justified by the public benefit that will derive from the provision of the Cycle Park as part of the wider Station Area redevelopment. The assessment of BTP wing as part of a listed building and heritage asset has been carried out properly and is supported by officers. I have no objections to the demolition which will facilitate the delivery of the CB1 Masterplan approved under the Outline Planning Consent.

10.0 RECOMMENDATION

APPROVE subject to the following conditions and reasons for approval:

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

   Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

2. The demolition hereby permitted shall not be commenced until a contract for the redevelopment in accordance with planning permission 12/1608/FUL or 12/1622/FUL, has been let.

   Reason: To avoid the creation of cleared sites detrimental to the character and appearance of the Conservation Area. (Cambridge Local Plan 2006 policies 3/4 and 4/11)

3. No development shall take place until a full photographic record and survey by measured drawing and salvage of samples has been made depicting the exterior and interior of the building (including any parts to be demolished) and a copy deposited with each of the following organisations: the Cambridgeshire Collection of the Central Library, Lion Yard, Cambridge; the County Archive, Shire Hall, Castle Hill, Cambridge, and the local planning authority. The precise number and nature of the photographs, drawings and samples to be taken is to be agreed in advance with the local planning authority and the format in which they are to be displayed and titled is to be agreed with the local planning authority before the deposit is made.

   Reason: To foster understanding of the building's importance in the national and Cambridge context, and to ensure proper recording of any aspects of the building's special interest which are to be lost or altered. (Cambridge Local Plan 2006, policy 4/10 and 4/11)

4. Prior to demolition a method statement for the controlled demolition of the building, the salvaging of materials of construction [bricks, slates, etc.], architectural details [joinery, flooring, stained glass, carved and/or moulded work, door furniture, chimney pots, decorative metalwork, etc.] and structural timber, etc. and the sustainable recycling of these materials shall be submitted to and approved in writing by the local planning authority. The local planning authority shall then be supplied with written proof of the successful recycling of the materials.

   Reason: To ensure that the reuse of any aspects of the building's special interest which are to be lost or altered is properly considered. (Cambridge Local Plan 2006, policy 4/10 and 4/11)

5. Prior to the commencement of development [including demolition] a Demolition and Construction Environmental Management Plan (DCEMP) shall be submitted to and approved in writing by the local planning authority. The DCEMP shall include the consideration of the following aspects of demolition and construction:

   a) Demolition, construction and phasing programme.

b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.
c) Construction/Demolition hours which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation. Prior notice and agreement procedures for works outside agreed limits and hours.
d) Delivery times for construction purposes.
e) Soil Management Strategy.
f) Outline Waste Management Plan (OWMP).
g) Noise method, monitoring and recording statements in accordance with the provisions of BS 5228-1: 2009.
h) Maximum noise mitigation levels for construction equipment, plant and vehicles.
i) Vibration method, monitoring and recording statements in accordance with the provisions of BS 5228-2: 2009.
j) Maximum vibration levels.
k) Dust management and wheel washing measures in accordance with the provisions of London Best Practice Guidance: The control of dust and emissions from construction and demolition.
l) Use of concrete crushers.
m) Prohibition of the burning of waste on site during demolition/construction.
n) Site lighting.
o) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
p) Screening and hoarding details.
q) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
r) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
s) External safety and information signing and notices.
u) Consideration of sensitive receptors.
v) Prior notice and agreement procedures for works outside agreed limits.
x) Complaints procedures, including complaints response procedures.
y) Membership of the Considerate Contractors Scheme.

The development shall then be undertaken in accordance with the agreed plan.

Reason: To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13).

6. No demolition shall take place until full details of how the railway station platform canopy is to be altered and made good have been submitted to and approved in writing by the local planning authority. The development shall carried out in accordance with the approved details.

Reason: To protect the special interest and amenity of the listed building and the conservation area. (Cambridge Local Plan 2006, policy 4/10 and 4/11)

7. No demolition shall take place until full details of the means of preservation, protection and treatment of the following items of architectural / historic interest have been submitted to and approved by the local planning authority in writing:

a) All cast iron historic railway station platform columns, brackets and similar remnants.
b) All walling, roofing, etc. of the 1888 element of the railway station.

Note: It will be expected that items vulnerable to damage during the works will be protected by means of fixed boxing [of plywood, etc.] or thick padding [of foam plastic or rubber, etc.] and this will be maintained for the full duration of all works to the Listed Building.

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

Reason: To protect the special interest and amenity of the listed building and the conservation area. (Cambridge Local Plan 2006, policy 4/10 and 4/11)

INFORMATIVE: Applicants or their agents preparing a survey for archive deposit are advised to refer to "Understanding Historic Buildings: A guide to good recording practice." - English Heritage, 2006.

INFORMATIVE: New development can sometimes cause inconvenience, disturbance and disruption to local residents, businesses and passers by. As a result the City Council runs a Considerate Contractor Scheme aimed at promoting high standards of care during construction. The City Council encourages the developer of the site, through its building contractor, to join the scheme and agree to comply with the model Code of Good Practice, in the interests of good neighbourliness. Information about the scheme can be obtained from The Considerate Contractor project Officer in the Planning Department (Tel: 01223 457121)

This development involves work to the public highway that will require the approval of the County Council as Highway Authority. It is an OFFENCE to carry out any works within the public highway, which includes a public right of way, without the permission of the Highway Authority. Please note that it is the applicant's responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council. Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, the cost of which must be borne by the applicant

Reasons for Approval

1. This development has been approved, conditionally, because subject to those requirements it is considered to conform to the Development Plan as a whole, particularly the following policies:

Cambridge Local Plan (2006): 4/10, 4/11 4/13 8/2 9/9

2. The decision has been made having had regard to all other material planning considerations, none of which was considered to have been of such significance as to justify doing other than grant planning permission.

These reasons for approval can be a summary of the reasons for grant of planning permission only. For further details on the decision please see the officer report online at www.cambridge.gov.uk/planningpublicaccess or visit our Customer Service Centre, Mandela House, 4 Regent Street, Cambridge, CB2 1BY between 8am to 6pm Monday to Friday.



Do not scale this drawing. Contractor to confirm all dimensions on site. Notify architect immediately of any discrepancies.

Revisions:

00	JO	00.00.00	
01	JO	03.12.12	Drawing content, scale and name amended.
02	JO	07.12.12	Application boundary line amended.
03	JO	11.12.12	Application boundary line amended.
04	JO	13.12.12	Issued for planning

For Planning

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Key plan:

Project: CB1 Plot B1 Multi-storey Cycle Park and Hotel Cambridge

Client: Brookgate

Drawing Title: Listed Building Application Boundary

Drawn by: JO/MM

Checked by: JM

Scale: 1:1250@A1

Drawing no: 6159 D8000 Rev: 04

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PLANNING COMMITTEE **03rd July 2013**

Application Number	12/1622/FUL	**Agenda Item**	
Date Received	4th February 2013	**Officer**	Mrs Sarah Dyer
Target Date	6th May 2013		
Ward	Trumpington		
Site	Station Area Redevelopment Land To The North Of Station Road And To The West Of The Railway Line Station Road Cambridge Cambridgeshire		
Proposal	The demolition of all buildings on the site (existing British Transport Wing, part of the northern wing of the railway station building, the canopy over the station platform, the Cityroomz hotel building, the railway offices and art workshop, and the station cycles building) and the construction of a new multi-storey cycle park and hotel building consisting of 3353 sqm of cycle parking, comprising 2850 cycle parking spaces, together with 6565 sqm of hotel (C1) floorspace and 577 sqm of retail (A1/A3/A4/A5) at ground floor level. A 510 sqm cycle shop and hire area including facilities for repairs are also included as part of the proposals.		
Applicant	Brookgate CB1 Ltd		

SUMMARY	The development accords with the Development Plan for the following reasons: The proposed building is of a scale, massing and design which are appropriate to its setting within an Area of Major Change and of a sufficiently high quality to justify the removal of part of the listed station building. The Outline consent for the Station Area development is a very significant material consideration and the development accords with that consent in all regards with the exception of the use of the building. The development will deliver a significant public benefit in terms of the Cycle Park.

	The application includes mitigation measures to ensure that all of the impacts of the development are dealt with both independently and as part of the wider Masterplan
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site forms part of a larger area, which is the subject of the CB1 Station Area Redevelopment proposals for which outline planning permission was granted in April 2010. The site lies to the north of main part of the Station building, to the west of the railway line, to east of the former Focus DIY site and to the south of the part of the Station Car Park and Carter Bridge. The site currently accommodates a number of buildings and structures including the northern wing of the Station, the canopy over the railway platform, the Cityroomz Hotel building, the railway offices and Art Workshop and the building occupied by Station Cycles. The remainder of the application site accommodates part of the Station car park.

1.2 The site is within the Station Area Redevelopment Framework Boundary and within the Central Conservation Area No.1. The Station buildings, which include the British Transport Police (BTP) wing and the canopy to the platform, are grade II listed and Cityroomz Hotel is a Building of Local Interest (BLI). There are two trees on the site adjacent to the northern wing, which are subject to protection by virtue of their location in the Conservation Area. The site falls within the controlled parking zone.

2.0 THE PROPOSAL

2.1 Full planning permission is sought for demolition of the existing buildings and structures on the site and the construction of a building to accommodate a multi-storey cycle park, hotel and retail space. This new building will form the northern side of the new Station Square. The application differs from most of the previous applications that have been brought forward within the CB1 Station Area site because it is not an application for reserved matters. In this case a reserved matters application

could not be submitted because the use of the building does not conform to the approved Parameter Plans. Separate applications for Conservation Area Consent for the demolition of the Cityroomz Hotel building, the railway offices and Art Workshop and listed building consent for the demolition of the northern wing of the Station and the canopy over the railway platform have also been made. Reports to address these applications appear elsewhere on the Agenda. The building occupied by Station Cycles falls outside the Conservation Area and only planning permission is needed for its demolition.

2.2 Although the application is not constrained by the Outline permission, the approved Parameter Plans which represent the approved Masterplan are a significant material consideration in the assessment of the application. I will make reference to the Masterplan throughout my Assessment as the applicants have done in the supporting material for the application.

2.3 The cycle park/hotel building will accommodate 2580 cycle parking spaces on three levels – ground, first and second floors behind the main part of the hotel which will front the Station Square. Two wings will project above the cycle parking space to accommodate hotel rooms on three levels – third, fourth and fifth floors. A retail unit extending to 577 sq m is proposed at ground floor level alongside the hotel reception facing the square. A second retail unit is proposed to accommodate a cycle shop on the western elevation which has associated space for cycle hire activities. A third retail unit is located at the north western corner of the building. Further details of the proposals are set out in my Assessment

2.4 The application is accompanied by the following supporting information:

1. Covering letter from Savills
2. Planning Application Forms
3. Plans and elevations – Drawing list by Formation Architects and Oxford Architects
4. Design and Access Statement (including Waste Management Strategy) by Formation Architects and Oxford Architects
5. Heritage Statement by Beacon Planning
6. Planning Statement by Savills
7. Acoustic Report by Hilson Moran

8. Air Quality Assessment by Mott MacDonald
9. Archaeological Statement by Cambridge Archaeological Unit
10. BREEAM Pre-assessment report by Hilson Moran
11. Daylight Report by Mott Macdonald
12. Ecology Report by RPS
13. Energy Strategy by Hilson Moran
14. Sustainability Checklist by Hilson Moran
15. Estate Management Strategy by Bidwells
16. Drainage strategy by Mott Macdonald
17. Vibration Report by Hilson Moran
18. Noise Survey Report by Hilson Moran
19. Geo-Environmental and Geotechnical Assessment by Mott Macdonald
20. Landscape Report (including Landscape Management Plan) by Robert Myers
21. Transport Assessment (inc. Travel Plan) by Mott Macdonald
22. Cycle Park Information by Oxford Architects
23. Public Art Delivery Plan prepared by Commissions East
24. Cycle Park Indicative Construction Costs by Oxford Architects
25. Draft s106 Agreement prepared by Mills and Reeve

2.5 The application has been amended in the following ways:

- Response to comments from County Highways
- Trip generation information in relation to SCATP and CGB contributions
- Confirmation that no car parking spaces are to be provided for use by hotel staff and guests and there is to be no valet parking.
- Response to Cycle and Walking Officers comments
- Details of the route between the Cycle Park and Devonshire Road/Carter Bridge
- Segregated cycle parking for hotel staff and guests
- Confirmation of number of public cycle parking spaces (2874 spaces or 3298 if double stackers only are used on the upper levels)
- 5% of cycle spaces to be allocated as a premium cycle parking facility
- Response on number of cycle hire spaces
- Details of wheeling ramp
- Confirmation of use of CCTV, lighting and security in the Cycle Park

- Confirmation of use of inward opening doors, fire evacuation lifts to BS8300 standards.
- Request for delivery hours to be 7am to 11pm and opening hours of hotel restaurant 4am to 11.30pm and other units 6am to 11.30pm.
- EHO conditions considered acceptable.
- Green roof to be included to periphery of roof
- Bat survey of the British Transport Police wing

3.0 SITE HISTORY

Reference	Description	Outcome
08/0266/OUT	CB1 Station Area Redevelopment	A/C
12/1600/CAC	Demolition of 'CityRoomz' building (former Sleeperz Hotel), and former railway offices to north	Pending consideration
12/1612/LBC	Demolition of northern wing of the Station and the canopy over the railway platform	Pending consideration
12/1622/FUL	(Adjacent site) Block A1/A2 of CB1 Station Area Redevelopment – office/retail/landscaping	Pending consideration
13/0211/CL2PD	Certificate of Lawfulness under section 192 for the Station car park	Pending consideration

4.0 PUBLICITY

4.1	Advertisement:	Yes
	Adjoining Owners:	Yes
	Site Notice Displayed:	Yes
	Public Meeting/Exhibition	No
	DC Forum	No

5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridgeshire and Peterborough Structure Plan 2003 policies, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridgeshire and Peterborough Structure Plan 2003	P6/1 P9/8 P9/9
Cambridge Local Plan 2006	3/1 3/4 3/6 3/7 3/11 3/12 3/13 3/15 4/4 4/10 4/11 4/12 4/13 4/14 4/15 5/11 6/3 6/10 8/2 8/3 8/4 8/5 8/6 8/9 8/10 8/11 8/13 8/16 8/18 9/1 9/9 10/1

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

Central Government Guidance	National Planning Policy Framework March 2012 Circular 11/95 Community Infrastructure Levy Regulations 2010
Supplementary	Sustainable Design and Construction

Planning Documents	Waste Management Design Guide Planning Obligation Strategy Public Art
Material Considerations	Central Government: Letter from Secretary of State for Communities and Local Government (27 May 2010) Written Ministerial Statement: Planning for Growth (23 March 2011)
	Citywide: Biodiversity Checklist Cambridge City Nature Conservation Strategy Cambridge and South Cambridgeshire Strategic Flood Risk Assessment Strategic Flood Risk Assessment (2005) Cambridge and Milton Surface Water Management Plan Cambridgeshire Quality Charter for Growth Cambridge City Council - Guidance for the application of Policy 3/13 (Tall Buildings and the Skyline) of the Cambridge Local Plan (2006) (2012) Cambridge Walking and Cycling Strategy Cambridgeshire Design Guide For Streets and Public Realm Air Quality in Cambridge – Developers Guide Cambridge Shopfront Design Guide

	Area Guidelines: Southern Corridor Area Transport Plan Buildings of Local Interest Station Area Development Framework/Station Area Conservation Appraisal New Town and Glisson Road Area Conservation Appraisal

6.0 CONSULTATIONS

Cambridgeshire County Council (Engineering and New Communities)

Application as submitted

6.1 Comments awaited from New Communities team and Traffic Signals section.

Comments on engineering aspects:

Outward opening doors on the north eastern façade present at danger and should be amended.

The potential to include a lift for cyclists less able to use the stairs is questioned.

Details of the width of the ramp, aisle widths and cycle parking space dimensions should be shown on the plans.

Conditions/informatives are recommended to address the need for a traffic management plan and works to the public highway.

6.2 Cambridgeshire County Council (New Communities) (comments for Blocks B1 and A1/A2)

Trip generation information comparing trip generation that was agreed as part of the outline permission for the original land uses should be provided along with a comparison with the new proposed land uses.

An overall summary table is needed comparing the total trip generation of the previous uses for both sites together in total compared with the new proposed uses for both sites together.

Comparison tables showing AM and PM peaks and daily 24 hour trip information broken down by mode are needed.

SCAPT and CGB contributions – the transport assessments do not include any information on the proposed s106 contributions and what SCAPT and CGB contributions are proposed as a result of this change in land use.

Response to additional information

Information has been submitted by the applicants and a response is awaited from the County Transport team. This will be provided on the Amendment Sheet or orally at the Committee meeting.

Head of Environmental Services

6.3 *Application as submitted*

Combined comments for full planning application and listed building consent.

Construction/demolition

During construction and demolition, noise, vibration and dust has the potential to harm the locality amenity if not controlled. A Demolition and Construction Environmental Management Plan (DCEMP) should be secured by condition.

Acoustic Report - Traffic Noise

The Noise Survey report concludes that the following mitigation measures will be needed to achieve a 'good' internal noise standard:

Very high performance secondary/double glazing
Very high performance non-glazed facade
Mechanical ventilation

A noise insulation scheme condition is recommended to ensure the exact specifications to be installed.

Acoustic Report - Plant Noise

The conclusions of the Acoustic Report are agreed and plant can be attenuated and suitably located to ensure background noise is not raised by more than 3dB (A). Details of plant are not known at this time and a plant noise condition is recommended. Plant rooms should be acoustically treated.

Vibration

The Vibration Report concludes that vibration will be at an acceptable level. This is satisfactory.

Sub-Station

Noise from the substation can be controlled via the plant noise condition but an informative is recommended.

Hotel

Bar/Retail/Cafe – an informative is recommended regarding licensing.
Restaurant/Cafe - The standard odour control condition is recommended.

Opening Times (retail, cafe, restaurant)

A condition to restrict opening hours/deliveries to 07:00-23:00 is recommended. (These would not apply to the opening hours of the hotel or the hours of use of the Cycle Park.)

Contaminated Land

The Contaminated Land Report identifies multiple sources of contamination on the site and in the surrounding areas. A comprehensive intrusive investigation is now required in order to adequately assess any contamination. This can be secured by condition.

Air Quality

The Air Quality Assessment contains discrepancies and these will be drawn to the attention of the consultants direct. However as no car parking provision is associated with the development there should be no detriment to air quality.

Waste Strategy

No conditions are recommended. A rubbing rail would prevent damage in the service corridor.

Licensing and Food and Occupational Safety

Informatives are requested.

Urban Design and Conservation Team

6.4 *Application as submitted*

Comments on the Planning Application

Overall conclusion:

Principle of the proposals is supported in terms of the uses and general organisation of them within the building.

Concerns regarding the day lighting levels for some rooms within the central court and the close proximity between bedrooms within this space.

Detailed design of all elevations needs further work and as proposed the north elevation is unacceptable.

Cannot support the proposed application in its current form and a number of adjustments and amendments are required.

Existing Buildings:

The application contains a Heritage Statement gives a good broad history of the site around the railway station and the evolution of the various elements of the LB. The main focus of the design is the colonnade at the front of the station which is at the termination of the vista down Station Road. Most of the historic railway / industrial setting around the site have been

gradually eroded by now but minor outbuildings or subsidiary wings, such as the Parcels Office and Police Station remain.

The Heritage Statement analysis gives the Police Station a rating of *moderate significance* and suggests that it was not purpose-built and has had various uses and alterations over time.

Proposals:

Delivery of the wider masterplan

Significant concern is raised about the ability to deliver the wider masterplan as a result of the deletion of the multi-storey car park. A key new 'street' was envisaged in the Outline to create a high quality pedestrian and cycle link to connect the new Station Square through to Devonshire Road and the Carter Cycle Bridge. The application does not create this connection and the retention of the surface level car parking, outside of this application boundary, appears to limit the delivery of Buildings F2, G1 and G2 results in a sizeable and unresolved area of the masterplan.

The 'street' should be provided as part of this application or any reconfiguration of the surface level car parking. It should be possible to establish a high quality route that allows for the car park to remain but which creates the pedestrian and cycle connection needed as part of the wider masterplan. It should also be possible for this route to have tree planting provided ahead of any subsequent redevelopment of the remainder of B1 and F2.

General comments

The proposals have to fulfil the challenging brief of successfully integrating the hotel, restaurant, Cycle Park and retail proposed uses on a somewhat constrained site dictated by the retention of the surface level car park and the 'modular' nature of the hotel pod bedrooms which limit the flexibility of the building. The overall approach to the location and distribution of the different functions appears to be well resolved but there are concerns about the quality of the hotel rooms.

Scale and Massing and roofscape

Overall the proposals sit within the height envelope created by the Outline Application. The length of the building is considerably shorter than that envisaged in the outline. Whilst a smaller footprint has some advantages in terms of reducing the mass of the building, the proposals will result in a sizeable unresolved area of the masterplan and give the north elevation a truncated appearance.

Whilst the footprint is smaller, the UDC team is concerned about the lack of articulation at the upper level of the building and in particular how the horizontal line created by the coping along the west and east elevations does little to break down the 'front' and return wings of the building.

In addition, the plant enclosure forms a poorly articulated roofscape and does not respond to the opportunity to create and help provide an understanding of the hierarchy of the elevations. It is simply another 'box' added to the top floor. The roofscape created by this building will be visible from many longer/intermediate views and therefore needs to work much harder and particularly from views looking north across the Station Square. No information has been provided to demonstrate the need for such an extensive plant enclosure or to show how technologies such as PV will be integrated. In our view, there is an opportunity to design the plant into the proposals in a more architecturally integrated way and to provide articulation and interest at roof level.

Daylight and shadow impact

The Daylight Report concludes that a number of rooms fronting on to the courtyard fall below the guidelines and a recommendation is made that windows need to be increased in size to achieve 'adequate' daylight levels. The windows appear to be the same size as other windows and clarification in needed on this point.

Elevations, materials and signage – general comments

The elevations use the principles of 'base', 'middle' and top to order the elevations. A coping is proposed to create a well-

defined top. This ordering is acceptable in principle although a further level of refinement, discussed below, is required.

The use of the brick and re-constituted stone is supported but the final tone of these elements will be crucial in order to achieve an acceptable relationship with the listed station building. Other materials are acceptable although details of the junctions between materials needed at a larger scale e.g. the metal panel details to the side of each bedroom window, the profile and depth of the coping. The colours in relation to the stone plinth at ground floor level are not identified on submitted elevations and there is variation between drawings contained within the submitted D&A Statement.

The recesses created to either side of the proposed 'supporting' stone and brick columns are less than 100mm which will give the building a 'flat' elevation. A greater sense of depth is needed to improve articulation and provide a greater sense of mass to these elements.

There is also are related concern about the overall the proportioning of the windows voids and the brickwork 'bands' that divide them. As shown those on the west and east elevations they are poorly proportioned in terms of the relative hierarchy of these parts of the elevation in relation to the rest of the building and an emphasis needs to be introduced to balance the massing and perceived function of elements e.g. lintels vs. columns and the 'role' in the building. There may be some benefit in extending the proposed coping upwards on the south elevation and returns, to form a parapet to help screen the plant enclosure.

Signage

The creation of zones for signage for the cycle park and retail units is supported. However, there is a lack of consistency about how signage is to be integrated on the building. The 'IBIS' sign is located on either the strong vertical masonry column on some elevations or set with the recessed brick panels on others. The UDC team view is that the latter is more successful and the proposals should be amended to resolve this concern.

South elevation (to Station Square)

At pre-application discussions the importance of achieving a well-resolved relationship between the southeast corner of the proposals and the existing station building was emphasised. The option of stepping the building line back has been pursued and was the supported option at the pre-application discussion in October 2012 although further design development was noted as being required. The east and west corners of this elevation are setback by 800mm which creates a shadow line and provides some modelling and articulation of this elevation and a logic to the location of the hotel entrance on one corner and the cycle parking pedestrian entrance/exit on the other.

Details of the proposed coping need to be explored further. As proposed it gives the top of the building a compressed appearance.

Long views looking north towards this elevation will reveal that the plant enclosure will be highly visible. Further consideration of how roof plant is integrated is needed including consideration of whether a more pronounced parapet is needed.

West elevation (addresses the end of the northern access road)

Part of this elevation has a crucial role to play in closing the end of the view created along the proposed northern access road. At pre-application stage the way in which the 'front' of the building and the receding wings should interface to create a defined 'end stop' to this street was discussed. Officers highlighted the need to create some definition and therefore hierarchy between the front 'Station Square' building and the bedroom wings behind through the use of a well-defined recess.

At ground floor the identification of the cycle park entrance and the cycle shop is well resolved.

The junction between these elements has proven to be a challenging part of the elevation. The junction between the ground floor uses in the hotel, the cycle park, bedrooms above and some of the service functions of the various uses all interface within the proposed 'recess' located between the columns. A key concern of the UDC team is how the recessed junction between the front and returns of the building has been

resolved and the way in which the coping continues through at the upper level to create a very strong horizontal feature that undermines any sense of recess below. There are also a number of issues with the way in which the various functions 'read' with the overlap between part of the bar on the ground floor, cycle stands visible on some levels and the bedrooms then above. As proposed the junction remains unresolved and is not helped by the coping detail and lack of any meaningful recess.

In addition the proportions of the lintel between the top of the second floor cycle park and third floor bedrooms above appears insubstantial.

At the plant level this should be broken into more distinct elements to provide articulation and modelling of the roofscape and visual break between the Station Square frontage and the west facing bedroom wing.

East elevation (addresses the railway and station platform)

The concerns about the detailed design of the recess between the front and return wings, as noted for the west elevation, apply to this elevation. The use of 'hit and miss' brickwork to provide lighting and ventilation of the cycle park pedestrian access is supported.

North elevation

A small retail unit is proposed at the ground floor northwest corner and has the potential to provide a degree of activity and surveillance although it would require the transparency to be maintained with the shop fit out. Maintaining transparency of retail unit windows has been an issue elsewhere on the CB1 scheme.

However the balance of the elevation effectively presents a 6 storey blank facade to this aspect. As proposed this is unacceptable in design terms and further design development is required.

Options for how the elevation could be improved are as follows:

- Corner bay windows could be introduced to help the west and east elevation rooms turn the corner.
- A green wall could help to soften this elevation.
- The roof above the cycle park could be better expressed and linked with a greater degree of transparency to the centre section of the cycle park.

Conclusion:

6.5 Whilst outside the scope of this application, the UDC team have significant concerns about the ability to implement the rest of the northern part of the CB1 masterplan and the absence of a high quality pedestrian and cycle route up to Carter Cycle bridge and through to Devonshire Road.

Further work is required to resolve the proportions and details of the elevations and to consider and resolve plant through the creation of a well-articulated roofscape.

As proposed the scheme currently fails to meet Policies 3/4, 3/7 and 3/12 of the Cambridge Local Plan (2006) and is therefore not supported in Urban Design and Conservation terms.

Additional comments on the application for Listed Building Consent

6.6 If this element of the LB is to be demolished, then the quality and suitability of the proposed replacement building(s) both for the CA and the nearby LB must be assessed before any scheme can be supported. The detailed assessment by U D & C Section is to be found at 12 /1622 / FUL on this matter.

Whilst the ‘masterplan’ process always assumed demolition of the LB wing and other railway buildings, no consent has ever been granted and the changed circumstances since 2008 and changes to the proposals for this area of the larger scheme mean that this LBC application must be assessed against current policies. It also is tied inextricably to the application for the replacement building and the two things must be seen, assessed and balanced together.

The problem is that this application [and that for the replacement building] should be running in parallel with one for the redevelopment and enhancement of the main LB, the railway station, so that the works are coordinated in a reasonable fashion. What would not be acceptable would be for the demolition of elements of the LB to be permitted only for a later application to provide that sort of floorspace and building scale elsewhere for want of a proper overview of how the railway station is to operate in conjunction with the new buildings envisaged in the earlier masterplan.

The Police Station is of modest interest and significance; it is typical of many others connected with railway operation, built of local materials and altered whenever necessary for functional reasons. Such interest as it has is tied to it being one of the last remnants of the goods, functional & industrial [i.e.: non-passenger] side of the railway on this site and, for that reason, its loss would be a pity. However, this is not Swindon or York - the town is not a railway town and, for the foreseeable future, will have the listed station as a permanent reminder of the way the town grew in the C19 partly because of the railway. The station itself does not have a particularly appropriate setting [a matter addressed in the masterplan] and the relationship between it and this building is rather lost due to the demolition of other, intervening railway buildings and the loss of sidings, etc. which have been replaced by a rather ramshackle car park. The context has changed.

Whilst the loss of historic buildings – especially LBs – is regrettable, this can be partly offset by making good architectural & historic records / surveys to be kept in public archives, salvaging any items of interest for display or reuse and, possibly, marking their passing in plaques, street names or the like. Also the materials of construction can be salvaged for reuse to maintain an appropriate level of sustainability.

The drawings indicating the extent of demolition show that some of the building elements are relatively modern and of little significance and that the C19 part of the railway station that will be revealed can be made good in a coherent manner which will be fit to be seen [subject to detailed design and good standards of materials and workmanship] although the proposed plant enclosure is of concern. These matters should be resolved via planning conditions.

Response to additional information

6.7 Further information is to be submitted in relation to the elevations of the building and related information following consideration of revised plans by the Conservation and Design CB1 Sub Panel. The UDC will be asked to comment on these details and their comments will be provided on the Amendment Sheet or orally at the Committee meeting.

Senior Sustainability Officer (Design and Construction)

6.8 *Application as submitted*

The Energy Strategy sets out a hierarchical approach to reducing carbon emissions resulting in a 17.1% reduction in comparison with a Part L compliant scheme which is supported.

In terms of energy provision, both renewable energy technology (photovoltaic panels) and low carbon technologies (gas fired CHP) are used. The use of CHP is supported and this approach delivers a reduction of 15% which is supported.

The development is targeting BREEAM Excellent which is supported. However calculations are questioned and clarification is needed.

6.9 *Response to additional information*

The consultants have confirmed that due to the use of Combined Heat and Power, 2 credits are likely to be possible, which is welcomed. With regard to BREEAM credits for water consumption, the applicant was encouraged in relation to achieving 3 out of 5 credits for water, and therefore their response that the 3 credits should be available is supported.

Access Officer

6.10 Generally happy, hotel bedrooms are good. Passenger lifts will need to meet BS standards. (This has been confirmed by the applicants).

Head of Streets and Open Spaces (Tree Team)

6.11 No comments received.

Head of Streets and Open Spaces (Landscape Team)

6.12 *Application as submitted*

CARTER BRIDGE LINK

The footprint of B1 is now significantly reduced from the Outline application, which condenses the building and positions car parking on adjacent land. The most significant impact in this change is the loss of the high quality landscaped areas linking the Carter Bridge to Station Square which includes; road, footpath, avenue trees and improvements to the Carter Bridge access.

Improving congestion around the station was one of the key aims of CB1 and the Carter Bridge/Station Square link formed part of this. The link between the Carter Bridge and Station Square falls outside of the boundary for this application, however the alignments of the kerbs in this application should allow the flexibility for this link to be included in the future. The Carter Bridge to Station Square link is an important asset for CB1.

PUBLIC REALM

Kerb alignment - The alignment of the kerb on the west side of the building should allow for flexibility to develop the Carter Bridge/Station Square link. The alignment of the kerb north of the loading bay should be moved approximately 1.4m west so the kerb along this frontage has a straight edge. This will result in future proofing a straight 6m wide road (following the same orientation) linking to the north with an approximately 3.8m wide area retained for continuous footpath and tree planting to the west of this road. I

To achieve this link will result in the loss of a row from the proposed car parking to the west of the link road and will provide a positive public realm asset.

Loading Bay - The location narrows the footpath creating a pinch point and also prevents planting trees and blocks views out of the entrance to the cycle storage when large vehicles are parked here. It should be noted that this loading bay would be utilised all day and cyclists will also be accessing the cycle park all day, resulting in a very busy area. The loading bay should be moved further away from the cycle park entry and the loading bay provided as a mountable kerb with a change in paved texture to discourage activities other than loading access and to be used as footpath when the loading bay is not in use.

Street Trees – Two Ornamental Pear trees are proposed, but the Public Realm and Landscape Strategy for CB1 showed ten trees planted evenly along the west frontage of Block B1, this would be equivalent to about 5 trees along the reduced frontage. At least 4 trees should be provided for along this frontage.

AMENITY SPACE

No outdoor amenity space is provided for hotel guests; however the CB1 development provides public amenity space nearby. The applicant should consider using a green roof with light shafts to provide light into cycle parks in the void between the Hotel rooms. Green/brown roofs would improve the outlook from internal hotel rooms and offer multiple benefits in terms of surface water management, amenity, biodiversity, water quality improvements, carbon reduction, noise attenuation, urban heat island effect reduction and can more cost effective that conventional roofs.

CONDITIONS

Conditions are recommended to secure:

- Fully detailed soft landscape proposals, to include detailed planting plans, written specifications (including plant schedule with size, spacing and densities of proposed plants), and an implementation programme.
- Fully detailed hard landscape proposals to include full construction details and specifications of levels, all hard surfacing materials, furniture, boundary treatments, lighting etc.

- A maintenance plan for the entire site (to include a 5-year replacement-planting regime at least).

6.13 *Response to additional information*

Further information is to be submitted in relation to the landscape treatment around the building. The Landscape team will be asked to comment on these details and their comments will be provided on the Amendment Sheet or orally at the Committee meeting.

Head of Streets and Open Spaces (Walking and Cycling Officer)

6.14 *Application as submitted*

The Cycle Park will be a significant asset for the city and so this application is welcomed.

Access:

Cycle and pedestrian access to the Cycle Park and station from the north and south has to be considered as part of this application as it will affect the safety, convenience and attractiveness of the area for those on foot and cycle. It will also affect the attractiveness of the cycle park for users.

Of particular concern is the route through the car park and the junction of the Northern Access Road, taxi route and route to the car park. With regard to the latter there will be a strong desire line for cyclists coming from the south to cross the square to the west and then join the access road to the cycle park and this movement needs to be catered for – the current design will make it very difficult for cyclists to cross the road safely. The danger is that a difficult junction may encourage cyclists to use the alternative route around the hotel and in front of the station which is not suitable and is likely to cause conflict with pedestrians. A mini roundabout could be considered at the junction to cater for all movements and which would serve to slow all traffic.

With regard to the route from Devonshire Road/ Carter Bridge to the station and cycle park, this application needs to indicate

how a safe and attractive route for pedestrians and cyclists will be provided.

Detail of flush kerbs at the entrance to the cycle park is needed.

The Cycle Park

There seems an excessive amount of parking associated with cycle hire. This should be reduced in order to provide more cycle parking for those who cannot use the ramps due to disability or type of cycle. This area should be signed as a special area for use by those who cannot use the ramp for reasons of disability or type of cycle only (i.e. tricycles, cargo bikes).

It is not clear from the application who will use the secure area of cycle parking – it is assumed that this will be for the retail and hotel staff and for guests of the hotel but this would number 75 spaces in total whereas 152 spaces are provided. More detail is needed on who these spaces are for.

Detail is needed of the wheeling ramp design. The wheeling ramps themselves should be widened to make sure people can pass each other and consideration should be given to widening the steps if possible.

6.15 *Response to additional information*

Further comments are awaited from the Cycling and Walking officer. These will be provided on the Amendment Sheet or orally at the Committee meeting.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

6.16 The Drainage Strategy and Green Roof are supported. A condition is recommended to control the details of the Green Roof.

Head of Streets and Open Spaces (Nature Conservation Officer)

6.17 Evidence of potential for presence of bats in the northern wing is required.

Otherwise proposed enhancements are supported particularly the Green Roofs.

Details are needed of locations for nest boxes.

Response to additional information

Further comments are awaited from the Nature Conservation Officer. These will be provided on the Amendment Sheet or orally at the Committee meeting.

Head of Streets and Open Spaces (Public Art Officer)

6.18 The public art for the Pink Phase of CB1 is being delivered in two phases. The submitted Public Art Delivery Plan (PADP) refers to Stage 2. Stage 1 relates to the proposed residential development on the adjacent site. The Stage 1 and Stage 2 PADPs will need to be combined in one document for submission and approval.

The public art proposals should be artist led and it disappointing to see that the location for public art have been led by the designers.

Clarification is needed in relation to the Research and Development budget. The temporary commission and Public Programme will need to be submitted for approval. Maintenance arrangements need to be established and evidence of implementation of the Public Programme and budget spending will be needed when the projects have been implemented.

English Heritage

6.19 English Heritage has provided a combined response on all four of the current applications because they consider them to be closely interrelated.

Summary

The applications include demolition of buildings. The need for demolition of these structures was identified in the Masterplan and in granting Outline consent it is assumed that the City

Council has taken the view that there is a greater public benefit to be derived from the redevelopment that justifies the loss of the buildings. It is therefore important the new buildings deliver on the vision and are of high quality. EH has some concerns regarding the Cycle Park and Hotel building and recommends modifications.

Demolitions

It is clear from the Heritage Statement that the north wing was built as a separate building and is listed only by virtue of the fact that it is attached to the listed station building. It would not merit listing in its own right and it is uncertain if it would have been identified as a BLI.

In 2008 EH requested that consideration be given to an alternative Masterplan layout to enable retention of the Cityroomz building. This alteration was not made and Outline consent has been granted. EH now acknowledges the potential for enhancement of the Conservation Area through comprehensive redevelopment.

Conditions are recommended to ensure that demolition is prevented until permission has been granted for a replacement building and a contract let.

Replacement Buildings

Block A1/A2

The Design and Access Statement for One The Square (Block A1/A2) shows that the design has evolved following careful analysis of the site context. This building has the potential to provide an appropriate enclosure to the west side of the new square subject to details being secured by condition.

Block B1

The siting and massing of the Cycle Park/Hotel has the potential to read as part of a ‘family’ with One The Square. However aspects of the design will detract from the Square. In particular the building does not include a double height arcade that is incorporated in One The Square and this should be reconsidered. Also sketches in the Design and Access

Statement suggest an ordered masonry elevation incorporating an arcade and ground and first floor, with a range of tall, linked windows to the 2nd, 3rd and 4th floors and a separate set of 'attic' windows to the 5th floor. This has not been followed through on the elevations and needs to be reconsidered.

The Victorian Society

6.20 The Victorian Society was formally consulted on the application because the demolition works involve listed buildings.

The Victorian Society objects to the application on the grounds that the proposed hotel and cycle park, by virtue of their size and location, would harm the setting and character of the station.

Natural England

6.21 The application does not fall within the scope of development that NE would routinely comment on. Advice should be sought from the Council's ecologist.

Environment Agency

6.22 Conditions recommended to address groundwater and contaminated land issues, surface water disposal, piling and groundwater, surface water drainage and pollution control. Informatives are requested regarding surface and foul water drainage, pollution control and other legislation.

Anglian Water

6.23 No comments received.

Cambridge Airport (Air Safeguarding)

6.24 No safeguarding issues.

Cambridgeshire Constabulary (Architectural Liaison Officer)

6.25 This cycle park will become a serious crime generator and must be sufficiently lit and covered by CCTV to address this.

British Transport Police (Crime Reduction and Architectural Liaison Officer)

6.26 Advice has been provided to the applicants. The proposal to secure the cycle park between 'the last train and the first train' is supported but careful thought needs to be given to how this relates to fire exits from the hotel.

Cambridgeshire County Council (Archaeology)

6.27 No comments received.

Cambridgeshire Fire and Rescue

6.28 A condition is recommended to secure provision of fire hydrants.

Design and Conservation Panel (Meeting of July 2012) (Pre-Application)

6.29 Multi Storey Cycle Park/ Hotel (B1)

- Access. The Panel would have liked to have been able to better understand the night-time servicing arrangements north of the Square, and be given details on the operation of a link between B1 and the railway footbridge.
- Cycle parking spaces. The proposed cycle parking provision in terms of amount and detailed arrangements were welcomed.
- Station Square elevation. This is in need of animation, particularly at the northwesterly tip where the façade is at its weakest. In the Panel's view, the addition of a canopy along this façade would help address the Square, provide solar shading for the hotel restaurant and encourage animation. This could be no more than 2meters in depth to accommodate the growing trees and cycle movements at street level. Further development of the base façade at ground and first floor levels would help to establish a greater relationship with the Station building.
- Northern approach. High quality signage along this blank façade would provide the building with a sense of identity and provide additional animation.
- Perforated metal screens. The Panel were generally comfortable with the handling of these screens, although there was some concern that they would appear stark on the elevation facing the railway line. Any issues relating to wind

vibration (whistling) and potential light pollution could be resolved with good detailing.

- Rooftop: plant and equipment. Details re. appearance and materials are required.
- Devonshire Road. The Panel would welcome the provision of a clearly delineated access for pedestrians and cyclists from the surface car park to Devonshire Road. The use of a similar palette of materials applied to create a shared surface as proposed for the Station Square would be welcomed.

Conclusion

The concept of a single building comprising a hotel and cycle parking is welcomed. As with A1 /A2 the Panel would wish to emphasise the architectural importance of a colonnade to set an enclosure line for B1 at a scale that relates to the listed station.

VERDICT – AMBER (unanimous)

Design and Conservation Panel (Meeting of February 2013)

6.30 Michael Richter of Formation Architects presented a response to the design issues raised at the July 2012 Sub-Panel and consultation comments subsequently provided in relation to the submitted planning application. Amendments include the following:

- Improved overall proportions and light levels into the cycle park (red panels removed).
- Eastern elevation (track side) now a mirror image of the Western elevation.
- Northern elevation – now with more substantial brick columns and recessed panels intended for greater relief.
- Roofscape. A 2m high plant enclosure, set back but visible from long views.

The Panel's comments are as follows:

- Southern elevation. The Panel were disappointed that a colonnade of comparable quality and depth to that proposed for One The Square was not envisaged. It was judged to be a missed opportunity to take advantage of a south-facing position and to provide for greater animation. As regards the recessed

wings the Panel felt that the use of this feature could benefit from further examination to realise a more comfortable relationship between the recessed section and the horizontal emphasis of the dominant middle elevation. The south elevation is the most important façade to the scheme, providing enclosure to the northern end of the Station Square, and there is a strong case for additional investment in this elevation with a more restrained treatment to the other elevations.

- Change in rhythm (western elevation). The Panel were informed this change was in response to the internal layout, but felt this layout should be re-examined to create for a more visually coherent façade treatment.
- Fenestration (attic level). In the Panel's view, the top row of windows would 'read' more effectively if a layer of brickwork was introduced between the window heads and the reconstituted stone cornice...
- Roofscape (renewables). The Panel note that further work will be undertaken to examine the potential for solar panels. Any solar panels should be contained within the rooftop plant enclosure.
- Plant enclosure. The Panel were disappointed not to see a more integrated approach to the design of the plant enclosure. There appeared to be very little relationship between the plant enclosure and the rest of the building. While it was noted that the enclosure conformed to the limits set out in the parameters of the outline planning permission, its overall height should be kept to a minimum, and more consideration should be given to its impact in long views from the southern end of Station Square...
- Link with station footbridge. The Panel noted that due to operational issues, this link is not currently being provided. However, it was further noted that the option to provide a footbridge link would be still be technically possible in the future.

Conclusion

The Panel felt that the proposals did not have the stature expected of a building in this most prominent of locations overlooking the proposed square and adjoining the listed station building. The absence of a colonnade of comparable scale and grace to that proposed for One, The Square is a source of disappointment.

VERDICT – RED (2), AMBER (3)

Design and Conservation Panel (Meeting of June 2013)

6.31 Michael Richter presented the revisions made since the April 10th meeting. Each of the Panel's comments from that meeting were examined and options explored.

The Panel's response was as follows:

- The Panel thanked the architects for their systematic, detailed and well documented response to the concerns recorded in the minutes of the 10th April meeting.

- **Proposed southern elevation**
- Colonnade The Panel were advised that the Parameter Plan is silent on the provision of a colonnade in the building fronting the northern edge of the Station Square. That being the case, the Panel felt they could make no further comment on the inclusion of a colonnade and concluded that the architects' preferred option as presented in Study 5 was acceptable.
- Canopies. The Panel welcome the addition of canopies over both the main hotel and cycle park entrances for the added symmetry and coherence to the southern elevation.
- Columns. The Panel welcome the adjustment made to the column widths at each end, but would like some reassurance that this does not become a weakness at the turn of the corner.
- Signage. The Panel would urge that any signage is discreet on this important elevation overlooking the station Square.
- 'Link' building near station. This older building which includes the coats of arms of some of the original colleges within its brickwork, is to be demolished. The Panel would suggest a similar attention to detail set within the bay windows of the restaurant. This would help to soften the building's verticality and at street level, draw the eye to small features of interest.

- **West elevation**. The Panel felt the proposed revision was a substantial improvement compared to the application drawings resulting from the combination of changes.
- Perforated panels (cycle park enclosure). These were not discussed with the architects but from the documentation provided, the Panel felt this approach was appropriate. The

presentation of mock-ups at a future meeting would be welcomed.

- **North elevation** The Panel acknowledged that both Study 1 and the proposed revision were superior to the application drawing for the north elevation. It was suggested that more glazing at the street/ surface parking level would be welcomed from a 'Secure by Design' approach.

- **Ventilation strategy**. The Panel were generally comfortable with the change from partial, to ventilation that was fully mechanical. The Panel were informed this would not impact on the building's aspirations in terms of BREEAM standards and has resulted in a welcome reduction of the plant enclosure which was raised as a key concern last time.

- **Materials**. The Panel noted that the choice of palette was still in development but were encouraged by the type of materials cited. However, some caution was expressed concerning the use of metal, as any projecting elements could appear stark.

Conclusion

The Panel's previous concerns, particularly regarding most of the elevations and the impact of the plant enclosure on long views, have been largely addressed. However, the vote reflects a divided judgement regarding the extent of the need for further improvements.

VERDICT – AMBER (3) GREEN (3)

6.32 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

7.0 REPRESENTATIONS (including representations received on all four related applications)

7.1 The owners/occupiers of the following addresses have made representations:

3 Ascham Road
72 Devonshire Mews

2 Highsett, Hills Road
Highsett, Hills Road
34 Porson Road

7.2 The representations can be summarised as follows:

Concerns and objections

Loss of Existing Buildings

Cityroomz Hotel should not be demolished until a replacement building is approved and ready to be constructed.

Support for views of English Heritage (2)

Existing buildings such as the northern wing of the station should be retained and incorporated into the development in common with St Pancras and Kings Cross.

The New Building

A double height arcade should be incorporated into the ground floor.

The design is wholly unworthy of its important location and a redesign is necessary. The building does respect the location in terms of its height and change in fenestration in line with the height of the station. The fenestration to the upper floors is at odds with the enclosing nature of the square and emphasises the height. There is a lack of detail at a human scale on the elevation. The standard of design of One The Square should not be lowered by this building. The application should be refused.

The City does not need another glass and steel monstrosity.

Cycle parking

Too many cycles are abandoned in the current facility. This could be avoided by charging for parking with money refunded on collection or users given a time limit after which cycles will be removed.

Short stay provision should be provided for cyclists using shops and buying rail tickets.

Other Issues

The replacement hotel should provide rooms at a reasonable rate as Cityroomz does.

7.3 Cambridge Cycling Campaign has made representations as follows:

The Campaign enthusiastically supports the application.

The CCC refers the comments of the Highway Authority.

Stepped Ramps – CCC are persuaded that the proposed ramps will cope well with high volumes of movements. There is potential for the building to be extended which could incorporate a cycleable ramp. A cycleable ramp would have been three times longer.

Lifts –spaces are provided at ground level to cyclists with disabilities and untypical cycles. A condition to secure a management regime for these spaces is needed. However a lift would be helpful.

Connection to island platform – the cycle park has been designed to facilitate a link to the bridge to the island platform and a condition should added to ensure the design accommodates this link.

Free cycle parking – a planning condition should be imposed to ensure that no more than 5% of spaces can be charged for.

Overnight closure – a condition should be imposed to ensure that the cycle park remains open while trains are running, including when the last train is late.

Route through Station Square – this route needs to be clarified to avoid conflicts with vehicles.

7.4 Cambridge City Licensed Taxis Ltd has made representations on both this site and One The Square as follows:

Introduction – CCLT represent over 200 licensed taxi drivers within Cambridge. CCLT objects to the impact of cycles and other traffic on taxis using the Northern Access Road (NAR) and the Station Square. CCLT will be submitting detailed representations in relation to the application for Station Square.

The Development – reference is made to the application details and to the application for the surface car park for 459 spaces which is understood to be permitted development.

Development Plan and other policies – reference is made to Local Plan policy 9/9, Transport 2010 – The Ten Year Plan', the Cambridgeshire Local Transport Plan (2006-2011) and the Station Area Development Framework. CCLT consider that these documents emphasise the importance of improving taxi facilities at the Station, enhancing the ability of taxis to provide a public transport service and providing facilities for disabled people. The proposals fail to meet these policy objectives and it would be unlawful for the City Council to approve them.

Transport Implications of the development – congestion at the Tenison Road/NAR junction will cause significant numbers of taxis and other vehicles to queue on the NAR which will adversely affect the occupiers of flats fronting this road. Delays will also lead to increased taxi fares and there will be an impact on the ability of taxis to service the rank. This situation can be resolved by allowing taxi access off Station Road via the bus gate.

Station Square – there will be greater potential for conflicts between taxis, pedestrians, cyclists and other road users in the Square.

Conclusion – consent should only be granted for the hotel, cycle store and car park if the Council is satisfied that the Square layout will allow taxis to enter, circulate and exit safely and efficiently.

7.5 David Campbell Bannerman MEP has made objections which relate to the Block A1/A2 and the loss of City Roomz.

7.6 Glisson Road and Tenison Road Residents Association objects on the following grounds:

1. The deviation from the master plan considered in 2008 is not acceptable. The proposed changes when taken into consideration with the other office permissions listed below mean that there are fundamental changes to the original scheme

We have examined the various granted / current permissions and pending appeals for Cb1

The original outline for the scheme was 53,294 sq m of Class B1a (Office) 08/0266

Since then the office permissions have been

10/0797 Block E1 (Microsoft) 9808 sq m built

12/0502 Block I2 (50 Station Road) 7806sq m appeal pending

12/0502 Block I2 (60 Station Road) 8621 sq m appeal pending

12/1237 Block J2 7453 sq m approved

12/1608 Block A1/A2 14,326 sq m current application

together this makes 48,014 sq m

This leaves office blocks I1, J1, J3, J4 and G1 and G2 (the latter two probably will not be built as they are in the car park)

Clearly these office blocks are not going to only account for the 5,000 sq m remaining from the outline.

If granted this application is going to result in a massive increase in traffic in our area from cars and delivery vehicles.

2. Car parking

Once again the Developers have departed from the agreed standard in 08/0266 It appears the proposed ratio is 1 space to every 160 sq m of office space not the 1 to 125 agreed in 2008.

The justification for this appears to be that the modal split for journey to work by car is reduced from the 32% in the outline permission to 5%. This is a hypothesis is not tested and in our view will result in a large amount of overflow car parking in residential streets within walking distance.

The stock response to this complaint in the past has been that air quality needs to be considered. Perhaps the Council should also take into account the changes to vehicle design including reduced levels of pollution and hybrid or electric vehicles which are now starting to be introduced.

3. There is no open space included in this scheme. In summer time many office workers like to relax outside during lunch times and breaks. If this proposal is separate from the master plan then it cannot rely on the small spaces included in that scheme and should have its own open space.

7.7 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

8.0 ASSESSMENT

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

1. Principle of development
2. Environmental Assessment
3. Context of site, design and external spaces
4. Impact on Heritage Assets
5. Public Art
6. Renewable energy and sustainability
7. Disabled access
8. Residential amenity
9. Refuse arrangements
10. Other environmental impacts
11. Transport Impact
12. Highway safety
13. Car and cycle parking
14. Third party representations
15. Planning Obligation Strategy

Principle of Development and Relationship with the CB1 Masterplan

8.2 The application has two key parts; demolition of all buildings on the site and the erection of a new building. The approved Parameter Plans that form the Masterplan for the Station Area

redevelopment include both of these elements and in my view establishes the principle for the development.

Demolition of Existing Buildings

8.3 The application includes the demolition of the following buildings/structures:

- The northern wing of the Station (also known as the British Transport Police wing) and the canopy over the railway platform which are part of the listed Station building
- Cityroomz Hotel building which is a Building of Local Interest (BLI)
- The railway offices and Art Workshop and the building occupied by Station Cycles which are not listed

8.4 Parameter Plan 1 of the Masterplan indicates buildings that were to be demolished to accommodate the development. All of the buildings/structures set out above are shown as to be demolished. In the report that was considered by Planning Committee in October 2008 the following comment is made about the demolition of these buildings:

The northern wing of the Station

8.235 The Applicant's Additional Conservation Issues Report and Planning and Heritage Statement – Proposed Works to Cambridge Railway Station set out their case for the removal of the BTP wing. A plan is included which demonstrates that was it to be retained the BTP wing would significantly impact upon the operation of the taxi drop off and pick up area at the northern end of the square. Concern is expressed that this would necessitate moving this vehicle dominated area to the south in front of the colonnaded element of the Station to the detriment of its setting and against the aim of providing a clear pedestrian space in front of the Station

8.236 Essentially the arguments in favour of the demolition of the BTP wing are three fold. Firstly it is argued that this wing is a later addition to the Station and its removal will enable the original concept of the station building with central arcaded element and two wings to be re-

introduced. Secondly the retention of the BTP wing would have an adverse impact on the function and appearance of the new Station Square as detailed above. Thirdly the removal of the BTP will enable the Station Square and the transport interchange generally to operate more effectively through providing a substantial car-free space in the centre of the square.

8.237 It is my view that given the substantial community benefit that will arise from the masterplan proposals and the proposed works to the Station the removal of the BTP wing is acceptable. I am convinced by the Applicants submission that demonstrates that proper consideration has been given to retaining the BTP wing and incorporating it into the scheme.

Cityroomz Hotel (formerly Sleeperz)

8.240 Sleeperz is acknowledged in the SADF as the best surviving example of a non-listed station building. Like the BTP wing, the retention of Sleeperz would compromise the operation of the Station Square and I am convinced by the applicant's arguments in favour of its retention

8.5 The Committee Report does not refer to the other buildings that are to be demolished but it does refer to the need for Listed Building Consent or Conservation Area Consent for the demolition of the buildings referred to above. My views have not changed with regard to the demolition of these buildings. I also accept the applicant argument that the removal of these buildings needs to be seen in the context of the wider site.

8.6 The demolition of these buildings needs to be regarded in the context of not only the delivery of the hotel/cycle park but also Block A1/A1, the Station Square and the reconfigured Station Car Park. I have addressed the issue of demolition in greater depth in the following section 'Impact on Heritage Assets' and in my reports for the Listed Building Consent and Conservation Area Consent.

Uses to be accommodated in the proposed building

8.7 The outline planning permission for CB1 established an approved mix of uses for the CB1 Masterplan area set within a series of development blocks. The building which is the subject of this application falls within Block B1. This block is identified in the approved Parameter Plans as accommodating retail space and car and cycle parking on the ground floor with office space and car and cycle parking above.

8.8 Block B1 extends 38 metres along the north side of the proposed Station Square and 110 metres alongside the railway line. The retail/office space to the frontage extends up to 16 metres into the block. The maximum height of Block B1 is 18m (excluding permitted tolerances). The parameter plan for Block B1 indicates the maximum envelope within which development can be brought forward.

8.9 The building that is proposed does not accord with the uses permitted by the Parameter Plans. On the ground floor it is proposed to accommodate a retail unit and hotel reception where the building fronts Station Square. The hotel use is a deviation from the Parameter Plans and the retail use extends back 29 metres into the block which is a further change.

8.10 A cycle shop, retail space, cycle hire store and access to the upper cycle parking area are located behind the retail/hotel space. This also represents a deviation from the Parameter Plans. On the upper floors the hotel use is a change from the Parameter Plans but the cycle parking use accords with them.

8.11 The proposed building does not extend to the maximum footprint of Block B1. It extends 58 metres alongside the railway in comparison with 110 metres permitted by the Parameter Plan for Block B1. Land, which falls outside the proposed building but within Block B1, forms part of a larger area which is to be laid out as a surface level car park for use by Station users. This proposal is the subject of an application for a Certificate of Lawful Use which is currently under consideration (application reference 13/0211/CL2PD). This application seeks to establish that the works to reconfigure the Station Car Park are permitted development.

8.12 Because the proposed uses do not accord with the Parameter Plans for Block B1, full planning permission is required. However the mix of uses proposed is compatible with the range of uses permitted within the wider Masterplan area. This application needs to be seen in the wider context and particularly alongside the application that has been submitted for Block A1/A2. The application for Block A1/A2 also proposes a deviation from the approved Parameter Plans. In that case a hotel and polyclinic use is to be replaced by an office use. The proposed hotel use in Block A1 was to be in the order of 6479 sq metres which is broadly compatible with the current proposal of 6565 sq metres of hotel space. Similarly the amount of retail space proposed for Block B1 at 576 sq metres is consistent with the amount of retail space that is now being brought forward at 577 sq metres albeit that the retail units are in a different configuration. The Cycle Shop and hire area is an additional amount of retail provision but is justified in my view.

8.13 In my opinion the principle of development is acceptable and accords with the CB1 Masterplan and policies 3/1 and 9/9 of the Cambridge Local Plan 2006.

Context of site, design and external spaces

8.14 In my view the following issues are of relevance to this part of my Assessment:

Building Design – Layout and Height

Building Design – Elevations and Materials

External Space – Design and Materials

External Space – Tree removal and planting

Nature Conservation

8.15 The key Parameter Plans that relate to the design of buildings and spaces are:

- PP3 Building Layout (+ maximum balcony/canopy overhang 1.5m)

- PP4 Building and Ground Conditions (building height (maximum height of occupied floorspace + maximum plant/lift motor rooms 2 m), building height above proposed ground level, proposed ground level (+/- 0.5m tolerance), existing ground level and proposed ground floor setback)

- PP6 Public Realm and Open Space

Building Design – Layout and Height

8.16 The layout of the building at ground floor presents a number of ways in which the uses within it will interact with the external environment. The frontage to Station Square accommodates the pedestrian entrance to the Cycle Park in its southeast corner and the hotel reception/bar on the south west corner. Between these two spaces sits the retail unit. On the western side there is the access to the Cycle Park for cyclists, the cycle shop and a further retail until which wraps around the northwest corner. The main cycle parking areas are on the first and second floors with an internal stepped/ramped access. The hotel accommodation is on the frontage to Station Square and above the Cycle Park at third, fourth and fifth storey height.

8.17 The overall height of the building is not constrained by the Outline Planning Consent in this case. However it is useful to compare the proposed scheme with the approved Parameter Plans. This will enable a consideration to be made about how well the building will sit in the overall Masterplan.

Table – Comparison between approved Parameter Plans and Proposed Development

	Parameter Plan	Proposed Development
Parameter Plan Height occupied floorspace	18 m	18m
Parameter Plan Height including Plant/Lift Overrun	20m	20.5m

8.18 The table demonstrates that the building will sit within the parameters for the maximum height of Block B1 when the +/- 0.5 metre tolerance is applied.

8.19 In considering the layout and height of the building I am mindful that it does not extend to the full parameter plan boundary for Block B1. In fact it represents just over half the sized building that was originally envisioned for this site. I am also aware of concern that the Multi Storey Car and Cycle Park is not be delivered at this time. Both of these facts mean that the Masterplan is not being delivered in the way that was expected in 2008. There is no mechanism to force the developer to bring forward the Masterplan in full and we must make a decision on this application on its own merits.

Building Design – Elevations and Materials

8.20 The front elevation of the building faces Station Square and will read together with Station Buildings and the new buildings which are proposed including on Block A1/A2 which is under consideration. This elevation has been the subject of a number of studies by the architects which were considered by officers at the pre-application stage. As submitted the final design incorporated the following (as described in the Design and Access Statement):

- The corners are recessed to create a well-proportioned central section.
- The use of reconstituted stone on the ground and first floor to give the building a solid base and the use of brick above relates positively to the Station.
- A shallow arcade is provided which together with the proposed arcade to Block A1/A2 will create a pedestrian scale to the Square.
- The window openings have a 2:3:1 proportion and include metal panels which emphasis the vertical proportions of the building.
- Grey panels indicate the floor plates and create a subtle horizontal banding.

8.21 Following comments from the Conservation and Design CB1 Sub-Panel and the UDC team the elevations have been amended. The positive aspects of the features described

above have been retained such as the recessed corners. The following amendments are also in the course of being made:

- Reduced size of plant room and mechanical ventilation introduced throughout
- Horizontal louvres to plant room
- Increased parapet height to reduce visibility of plant room

Front elevation to Station Square

- Grey spandrel panels under windows and glazed terracotta panels beside windows.
- Canopy over cycle entrance
- 900 mm recess on ground floor front elevation and bay windows on first floor central bays

Side elevation to Carter Bridge link and Northern Access Road (NAC)

- Grey spandrel panels under windows and metal panels beside windows
- Proportions of brick piers and lintels revised and groove in brickwork introduced
- Alterations to gap between front and rear parts of the building.
- Options for cladding of cycle park investigated

Rear Elevation

- Additional brick piers and textured brickwork and potential for windows to be introduced.

8.22 I attended the Conservation and Design Panel CB1 Sub Panel meeting in June and the revisions were favourably received, although the vote was split on the need for further work. The UDC team supports the direction in which the revisions are going. I will be able to present full revised plans to the Committee meeting. In my view subject to the proposed revisions being translated into amended plans, the quality of the cycle park/hotel building will be appropriate to its location. I have also recommended a number of planning conditions to control materials and detailing.

External Space – Design and Materials

8.23 There are three external spaces that form part of the development, the access to Station Square off the Northern Access Road and the threshold spaces to the south and west of the building. These are hard surfaced areas and include a service bay. The Landscape Officer makes some helpful comments about the wider context and in particular the importance of the link between the Station Square/Northern Access Road and the Carter Bridge. The majority of this link will be within the Station Car Park and works to improve the Carter Bridge itself are secured via the s106 Agreement for CB1. However it is essential to make sure that this development does not compromise the route and have raised this with applicants.

8.24 In response the application has been amended to show a pedestrian/cycle route through the adjacent car park on a 'raised table'. This will help to segregate taxi/car drivers from other road users and encourage low vehicle speeds. The kerb line has not been realigned to the west. This would result in a reduction in the number of car parking spaces in the car park which I understand is not acceptable to the applicant or Network Rail.

8.25 The Cycling and Walking officer has also raised concerns about access to the Cycle Park by cyclists and has discussed her concerns with the applicants direct. The applicant's response refers to the wider context in terms of both the link to the Carter Bridge discussed above and the Station Square, the details of which have now been submitted as part of a reserved matters submission. That part of the access which falls within the application site is the link between the NAR and the Station Square. The applicants have indicated that they would be willing to consider the incorporation of a mini-roundabout into this space but this is subject to comments from the Highway Authority and a road safety audit. I have recommended a condition to secure submission and approval of the highway layout in this area.

External Space – Tree removal and planting

8.26 There are no existing trees which will all be removed as part of the development. Two new ornamental pear trees are to be

planted as part of the development at the end of the Northern Access Road. The trees have an ultimate height and spread of 8 m by 3 m. In my view there is limited scope for additional tree planting alongside the building given the need for the service bay and clear access to what will be a heavily used cycle park.

Nature Conservation

8.27 The City Council's Nature Conservation Officer has highlighted the need to consider the presence of bats in the northern wing of the Station. A survey has been carried out and the Nature Conservation Officer has been consulted. I will provide an update on the Amendment Sheet or orally at the Committee meeting.

8.28 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12.

Impact on Heritage Assets

8.29 The applications for Block B1 and Block A1/A2 are supported by Heritage Statements as required by paragraph 128 of the National Planning Policy Framework (NPPF). An Addendum has also been produced which explains why it is necessary to demolish Cityroomz and the Station Offices buildings even though these buildings are not beneath the footprints of the new building or the Station Square. Officers in the Urban Design and Conservation Team have not raised any concerns about this analysis and support the scheme subject to the imposition of planning conditions to address matters of detail.

8.30 The applicants have correctly identified the heritage assets that are affected by the development as the Station Building which is a listed building, Cityroomz which is a Building of Local Interest (BLI) and the Conservation Area. The NPPF includes buildings that are locally listed in the definition of a heritage asset.

8.31 The significance of these buildings has been assessed using NPPF and other guidance. The aspects of high/moderate significance have been identified as the main central section and north wing of the Station. The British Transport Police wing and Cityroomz are regarded as being of moderate significance and the 1960s station platform canopy of no significance. The Station Offices are of moderate/low significance.

8.32 The demolition of the existing building is addressed in detail in my reports about the applications for Listed Building Consent (LBC) and for Conservation Area Consent (CAC). Those reports conclude that the LBC/CAC should be supported provided that the replacement buildings are an appropriate replacement which will enhance the Conservation Area.

8.33 I am convinced that, subject to further refinement of the elevations of the building and controls over the details of the elevations and the materials, the hotel/cycle park building will be a positive asset to the Conservation Area. This view is supported by the Design and Conservation Panel CB1 Sub Panel and the Urban Design and Conservation Team. These views provide the necessary justification for the demolition of the existing buildings.

8.34 English Heritage raised concerns about the lack of an arcade and the elevations of the building as submitted. The revisions have not introduced an arcade but will provide a more well defined ground and first floor with a limited set back and bay windows to accent the central bays. The comments from English Heritage were provided by the representative of English Heritage on the Design and Conservation CB1 Sub Panel and he has been present when the revisions were discussed.

8.35 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 4/10, 4/11 and 4/12 and guidance provided by the NPPF.

Public Art

8.36 A Public Art Delivery Plan has been submitted in support of the application. Block B1 falls within the Pink Phase of the CB1 development and although the application is a full planning application it is proposed that public art be provided via the same route as if a submission of reserved matters had been made. Public art for the Pink Phase is to be delivered in two related parts. The first part will be brought forward with the development of Blocks C1/C2, D1 and F1 (the Skanska scheme) and the second with the hotel/cycle park Block B1.

8.37 The agreed activity for the Pink Phase which is set out in the Public Art Strategy for CB1 refers to collaboration between

artist, designer and landscape architect that is potentially part of the fabric of the building'. Although the Phase is being undertaken in two stages, this approach will be taken with both building projects – the proposed multi-storey cycle park and the residential project. This focus will be carried through to all stages of the public art programme for the Pink Phase with joint research and development activity, public and community programme and temporary projects investigating issues of collaboration

8.38 The artist collective Troika have been appointed to undertake the Pink Phase Cycle Park and Hotel permanent commission on recommendation of the CB1 Public Art Steering Group following a limited competition in November 2012. Following discussion with the CB1 Public Art Steering Group they have been asked to respond to the external and publicly accessible internal spaces of the building. Troika are currently working up their proposals with the architects.

8.39 In my opinion the proposal is compliant with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and 9/8 and Cambridge Local Plan (2006) policies 3/7 and 10/1 and the Public Art SPD 2010

Renewable energy and sustainability

8.40 The application is supported by an Energy Strategy and BREEAM Pre-Assessment. The Senior Sustainability Officer is satisfied with the approach which includes use of photovoltaic cells and gas fired CHP. Further information has been submitted regarding calculations and the Senior Sustainability Office supports the proposals.

8.41 In my opinion the applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with the Sustainable Design and Construction SPD 2007.

Disabled access

8.42 The Design and Access Statement addresses disabled access and the Access Officer supports the application. In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12.

Residential Amenity

Impact on amenity of neighbouring occupiers

8.43 The closest residential units are numbers 39 to 43 Ravensworth Gardens which have rear facing windows that overlook the railway line. The biggest impact for the occupiers of these houses will be the demolition of the building which currently accommodates Cambridge Cycles. These houses currently back onto the Station Car Park and the removal of the building will open up views towards the new hotel/cycle park. Given the separation distance of over 50 metres I do not consider the impact in terms of loss of outlook or enclosure, overshadowing or overlooking to be so significant as to justify refusal of planning permission.

8.44 The CB1 Masterplan allows for the development of new dwellings with blocks F1 and F2 which are closer to the proposed building than existing houses. However the building will be separated from them by the access road serving the car park which will reduce its impact.

Noise and disturbance

8.45 The Environmental Health Officer (EHO) has recommended conditions relating to construction activities, opening times, plant noise and odour which I have included in my recommendation. The applicants have requested that delivery hours be 7am to 11pm and opening hours of hotel restaurant 4am to 11.30pm and other units 6am to 11.30pm. I have not imposed an opening hours condition on either the cycle park or the hotel and have used the opening hours recommended by the EHO for the café/shop units i.e. 7 am to 11 pm.

8.46 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2006) policies 3/4 and 3/7.

Refuse Arrangements

8.47 Space for storage of waste for the hotel, the retail units and other shops within the Station is provided within the building.

The Design and Access Statement references the RECAP Waste Management Design Guide. The EHO is content with this arrangement and I have recommended a condition to secure the arrangements.

8.48 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12 and conforms to the RECAP Waste Management Design Guide.

Other environmental impacts

8.49 The EHO has identified the following issues as of relevance to the consideration of the application. I have set out below my recommendations on how they can be addressed.

Construction Phase Impacts – these can be addressed by the imposition of a condition to require the submission and approval of a Demolition and Construction Environmental Management Plan (DCEMP).

Road traffic noise – I have recommended a condition that will enable suitable glazing to be installed to address this issue.

Plant noise/Substation noise – I have recommended a condition to secure details of plant to protect the amenity of neighbours.

Odour – the occupier of the retail/café area is not yet known and I have recommended a condition to secure odour controls should this prove necessary.

Opening Times – I have recommended a condition that restricts opening times and deliveries to the retail/café/restaurant uses. I have also recommended a condition to restrict delivery hours to the hotel.

Air Quality – the EHO is satisfied that the level of car parking is such that it will not have an adverse impact on air quality.

Contaminated land – I have recommended a condition to secure a full contaminated land investigation and remediation strategy.

8.50 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 4/13 and 4/14.

Transport Impact

8.51 The application is supported by a Transport Assessment (TA) that has been carried out under the guidance of the County Council. The TA addresses the existing conditions, the proposed development, trip generation and assignment and junction capacity. The TA has considered the effect of re-routing traffic along the NAR to serve the Station Square and concludes that doing so will be likely to result in queuing at the Tenison Road/NAR and Tenison Road junctions. This impact was recognised at the Outline planning stage.

8.52 The County Council have reviewed the TA and have asked for further information. Detailed trip generation data has been provided and I am expecting the County Transport team to comment on this shortly. This will establish an appropriate level of commuted payments towards SCATP and the CGB.

8.53 In my view provided that an appropriate level of the commuted payments towards SCATP and CGB can be agreed then the transport impacts of the development will have been adequately addressed. In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/2, 9/9 and 10/1.

Highway Safety

8.54 The Highway Authority has raised concern about outward opening doors, provision of a lift for less well able bodied cyclists and details of ramps etc. The revised plans indicate doors will not be outward opening and further details have been provided of the internal layout. A lift is not proposed but a separate area is available on the ground floor for cyclists who find access to upper levels difficult. I have recommended the conditions/informatives as requested.

8.55 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

Car and Cycle Parking

Car Parking

8.56 No car parking provision is made for use by hotel staff or guests or staff or customers of the retail/café/restaurant units. The hotel is highly accessible using alternative means of transport to the private car and the applicant has provided a list of locations where similar IBIS hotels have been established without on-site car parking including several London locations, Leeds, Nottingham, Bristol and Sheffield. They have also referred to paragraph 39 of the NPPF which sets out a range of criteria against which the car parking standards should be considered.

8.57 I have looked at the websites for the IBIS hotels referred to by the applicants. Typically car parking is referred to as being available locally as is the case here in the form of the Cambridge Leisure car park.

8.58 Lack of car parking provision was in issue for the Red House hotel scheme on Station Road. In that case the concerns of Committee were overcome by the provision of a valet parking arrangement with cars been parked in the Cambridge Leisure car park. In my view the situation is different in terms of the hotel now proposed. In particular the Red House hotel is proposed to be a high grade hotel not a budget hotel and the determination of the application for the Red House hotel pre-dated the NPPF.

8.59 The applicants have confirmed that they do not wish to consider valet parking as there is no justification for this in terms of the brand of hotel or highway terms.

8.60 The potential for overspill car parking to take place in surrounding residential areas has been an issue elsewhere in CB1 and I would recommend that a post development survey be carried out to establish the impact of this potential overspill and mitigation in terms of a residents parking scheme if residents decided that they wanted one.

8.61 I do not consider that there is any justification for refusal of planning permission on the basis of lack of car parking for hotel guests and staff. In reaching this view, the very highly

accessible location of the site has had a strong bearing on my opinion.

Cycle Parking

8.62 The provision of cycle parking for Station users is a key part of the Station Area redevelopment proposals. As revised, the development will deliver a total of 2874 cycle parking spaces. 80 spaces will available for use by staff at the hotel/retail units and the remaining 2794 will be available for Station users. A further 268 spaces will be provided in association with the cycle hire facility.

8.63 The types of cycle parking will be as follows:

Type of parking space	**Number**
Double Stacker	2218
Secure Double Stacker	132
Sheffield Stands	490
Secure Sheffield Stands	20
Off Gauge Spaces	14
Cycle Hire Spaces (Double Stacker)	268

8.64 I support the concept of a mix of types of cycle parking for public use (82% double stackers/18% Sheffield stands). The proportion of upper level cycle spaces is 41% and ground level i.e. .Sheffield and lower level on the stacked spaces is 59%. In my view the number and quality of the cycle parking provision should be supported. The provision of the Cycle Park is vital to the delivery of the wider Masterplan and has the support of the Cambridge Cycling Campaign.

8.65 In terms of cycle parking for staff, the parking standards indicate that one space should be provided for every two members of staff in the hotel. The Transport Assessment assumes that there will be 58 members of staff at the hotel which equates to a requirement for 29 spaces. It is anticipated that 27 members of

staff will be employed in the retail units. The provision of 80 spaces for hotel/retail staff is appropriate in my view and allows for some secure storage for cycles used by hotel guests.

8.66 No allocated provision is made for hotel guests, customers of the retail units or staff at the Cycle Shop. This is acceptable in my view. If hotel guests have their own cycles it is likely that they will have arrived by train and there is justification for them to use the Station Cycle Park. There will be on street parking in the Square and this has been relied upon in other cases to serve the retail units.

8.67 The applicants have also confirmed that 5% of the cycle parking spaces will be in the form of premium parking spaces. This amounts to 20 Sheffield stands and 132 double stackers located on the first floor of the Cycle Park. These spaces will be in a secure area and users will pay a fee. This level of secure parking provision is supported by the Cambridge Cycling Campaign. In my view the proportion of secure parking should be controlled by condition to ensure that it is not altered without the consent of the Council. Similarly I have recommended conditions to control the proportion of Sheffield stands to double stackers. In my view subject to compliance with these conditions the Cycle Park will provide a suitable standard of cycle parking.

8.68 The s106 Agreement associated with the Outline consent requires the submission and approval of a Cycle Park Management Plan (CPMP) prior to the commencement of Block B1 (and Blocks F2 and G2). This requirement will not apply to the development as it is now being brought forward as a full planning application. For this reason I consider it necessary to secure the CPMP via the s106 Agreement that is needed for this application.

8.69 The CPMP is a detailed written plan for the Cycle Park including future maintenance and management, funding arrangements for future maintenance and responsibility for maintaining the Cycle Park. The CPMP has been submitted and is under consideration by officers.

8.70 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

Third Party Representations

8.71 I have addressed the majority of the issues raised via third party representations above. The following table indicates the relevant sections of my Assessment.

Issue	Reference
Loss of Existing Buildings	Impact on Heritage Assets
The New Buildings	Context of site, design and external spaces
Management of cycle parking	Car and Cycle Parking

Third party representations also raise issues about charges for hotel rooms and issues relating to access to the Station Square by taxis.

8.72 Charges for hotel rooms

The replacement hotel should provide rooms at a reasonable rate as Cityroomz does.

There is no planning policy justification for restricting the charges for hotel rooms.

8.73 Representations from Cambridge City Licensed Taxis Ltd (CCLT)

CCLT has made representations about this application and the application for Block A1/A2. CCLT are concerned that proper provision should be made for taxis to enter and leave the area in front of the Station. In its conclusion CCLT state that in the view of their members 'consent should only be granted for the hotel, cycle store and car park if the Council is satisfied that the Square layout will allow taxis to enter, circulate and exit safely and efficiently'.

This application includes the T-junction on the west side of the building which will facilitate access into the new Station Square. Details of the arrangements within the Square itself are not included and will be the subject of a separate application.

Access was a matter that was approved at the Outline stage and access to the Square via the Northern Access Road was agreed in principle as part of the Outline approval. The provision of the T-junction is in accordance with the agreed access arrangements. However I have added a condition to allow this layout to be reviewed in the light of comments from the Cycling and Walking Officer.

The application for the Square has been brought forward as a reserved matters submission in accordance with the Outline approval. I do not consider that there are grounds for deferral of this application pending the determination of the application for the Station Square. There is also no planning policy reason for refusing the applications for the Hotel/Cycle Park/Office on these grounds.

The proposals for the Station Car Park amount to permitted development and therefore it would not be possible to refuse planning permission for them.

8.74 Representations from David Campbell-Bannerman MP and Glisson Road Tenison Road Residents Association

These representations relate to the application for Block A1/A2.

Planning Obligations – need to amend all of this

Community Infrastructure Levy Regulations 2010

8.75 The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests then it is unlawful. The tests are that the planning obligation must be:

(a) necessary to make the development acceptable in planning terms;

(b) directly related to the development; and

(c) fairly and reasonably related in scale and kind to the development.

In bringing forward my recommendations in relation to the Planning Obligation for this development I have considered these requirements. The Planning Obligation Strategy (2010) provides a framework for expenditure of financial contributions collected through planning obligations. The Public Art Supplementary Planning Document 2010 addresses requirements in relation to public art. The applicants have indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Strategy and relevant Supplementary Planning Documents. The proposed development triggers the requirement for the following community infrastructure:

S106 Agreement relating to the Outline Planning Consent

8.76 Although this is a full planning application which would result in the grant of a freestanding planning permission, it is my view that an understanding of the s106 Agreement for the Outline consent remains important. . (Please note that the s106 Agreement is a complex document and that I have heavily précised its contents). Block B1 falls within the Pink phase of the development.

8.77 The implementation of development in the Pink Phase e.g. Block B1 would trigger the following commuted payments/infrastructure under the Outline consent:

- Submission and approval of the Public Art Delivery Plan for the Pink Phase
- Delivery of CCTV
- Residents Parking Scheme
- Pink Phase payments towards SCATP and CGB
- Replacement of cycle parking spaces during the delivery of the Pink and Green Phases pending delivery of the Cycle Park.
- Submission of details of the Northern Access Road
- Submission of details of Carter Bridge cycle ramp works
- Submission of detailed design for the Cycle Park and Cycle Park Management Plan
- Travel Plan Co-ordinator and Travel Plan
- Affordable Housing/Commuted payments for Open Space/Northern Residential Park/Station Road Open Space/Commuted payments for community

facilities/Provision of Community Room/Commuted payments for Education (not relevant for Block B1)

Submission and approval of the Public Art Delivery Plan for the Pink Phase

8.78 I have addressed the issue of the Public Art Delivery Plan at paragraphs 8.36 and 8.39 above. The s106 Agreement is needed to secure the approval of the PADP and its delivery in the same way as for other parts of the CB1 development.

8.79 Subject to the completion of a S106 planning obligation to secure this infrastructure provision, I am satisfied that the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and 9/8, Cambridge Local Plan (2006) policies 3/7, 9/9 and 10/1 and the Public Art SPD 2010.

Delivery of CCTV

8.80 CCTV provision has been secured for previous phases of the CB1 development under the outline s106 Agreement. It is necessary to secure this provision in association with Block A1/A2 to cover the public spaces and to ensure a comprehensive provision.

8.81 Subject to the completion of a S106 planning obligation to secure the delivery of CCTV, I am satisfied that the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and 9/8 and Cambridge Local Plan (2006) policies 3/7, 9/9 and 10/1

Transport Related Requirements

Residents Parking Scheme

8.82 Overspill parking from the development has the potential to have an adverse impact on the amenity of residents in the vicinity of the site. A pre construction and post occupation parking survey is necessary to assess the impact of the development the outcome of which may be the establishment of a Residents Parking Scheme. The costs of carrying out the survey and setting up the Scheme should be borne by the applicant.

Sub-phase payments towards SCATP and CGB

8.83 Contributions towards the SCATP and CGB have been brought forward by the applicants as part of the application. The s106 for the Outline Planning consent required the payment towards SCATP and CGB on commencement of the Pink Phase which is not subdivided into sub-phases.

8.84 The following table sets out the commuted payments that are due under the Outline Planning Permission for the Pink Phase.

Table – SCATP/CGB Contributions as set out in s106 for Outline Consent

	SCATP contribution	CGB contribution
Pink Phase	£108,214	£383,695
Overall Total		£491,909

8.85 The commuted sums that are required in connection with Block B1 cannot be agreed until I have had feedback from the County Transport team. I will provide an update on this issue on the Amendment Sheet or orally at the Committee meeting.

Replacement of cycle parking spaces during the delivery of the Pink and Green Phases pending delivery of the Cycle Park

8.86 The outline s106 Agreement requires that any cycle parking space that is removed from the Pink Phase is replaced pending delivery of the Cycle Park so that cycle parking facilities are maintained. This requirement also needs to be reflected in the Agreement for Block B1.

Submission of details of the Northern Access Road

8.87 The Outline s106 requires the submission of a detailed design for the Northern Access Road (NAR) concurrently with the submission of the first reserved matters for either the Pink or the Green Phase. This trigger has not been reached because a submission for reserved matters has not been made. The

current application is for full planning permission and does not require the submission of these documents.

8.88 The outline s106 Agreement goes on to require that the detailed design for the NAR be agreed before any works commence as part of the Green Phase and that these be implemented before occupation. It is essential that the development of Block A1/A2 and Block B1 is linked to the approval and provision of the Northern Access Road in the same way. (Please note that the s106 Agreement is a complex document and that I have heavily précised its contents).

Submission of details of the Carter Bridge cycle ramp works

8.89 The Outline s106 requires the submission of a detailed design for the Carter Bridge cycle ramp works concurrently with the submission of the reserved matters for Block B1. This trigger has not been reached because a submission for reserved matters has not been made. The current application is for full planning permission and does not require the submission of these documents. The details of the Carter Bridge works have been submitted and are under consideration.

8.90 The outline s106 Agreement goes on to require that the detailed design for the Carter Bridge works be agreed before any works commence on Blocks F1, F2 and G2 and that these be implemented before occupation. Given that there is no link between the commencement/occupation of Block B1 and the delivery of the Carter Bridge works in the outline s106 Agreement it is not reasonable to seek to establish such a link now.

Detailed design for the Cycle Park and Cycle Park Management Plan

8.91 The outline s106 Agreement links the occupation of Block B1 to the completion/use of the Cycle Park and implementation of the Cycle Park Management Plan. This was necessary to ensure that the Cycle Park is provided in the context of the wider Masterplan. This application brings forward the details for the Cycle Park and the Cycle Park Management Plan has been submitted but it is necessary to secure the provision via the s106 Agreement for Block B1.

8.92 Subject to the completion of a S106 planning obligation to secure the commuted payments, junction improvements, car parking survey and mitigation and the Travel Plan Co-ordinator, I am satisfied that the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1, P9/8 and P9/9, Cambridge Local Plan (2006) policies 8/2, 8/3, 9/9 and 10/1 and the Planning Obligation Strategy 2010.

Travel Plan Co-ordinator and Travel Plan

8.93 The outline s106 Agreement secures the submission and approval of a Travel Plan and provision of a Travel Plan Co-ordinator for each block in the Masterplan. These provisions need to be secured for Block A1/A2.

Monitoring

8.94 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to the costs of monitoring the implementation of planning obligations. The costs are calculated according to the heads of terms in the agreement. The contribution sought will be calculated as _150 per financial head of term and _300 per non-financial head of term. Contributions are therefore required on that basis.

Planning Obligations Conclusion

8.95 It is my view that the planning obligation is necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the Planning Obligation passes the tests set by the Community Infrastructure Levy Regulations 2010. The planning obligation has a strong relationship with the s106 Agreement for the Outline Planning Consent and will ensure that all the mitigation measures associated with Block B1 are secured.

9.0 CONCLUSION

9.1 The application that has been brought forward whilst not a reserved matters submission is strongly aligned with the Parameter Plans that were approved under the Outline consent for the CB1 Masterplan. The key difference is in the use of the building which was to be used as a multi- storey car and Cycle Park and officers and is now intended for use as a Cycle Park

and hotel. I have explained in my assessment why I consider that this change is acceptable in the context of the wider Masterplan.

9.2 The design of the Cycle Park/hotel building has undergone a series of iterations which have resulted in a high standard of building design as befits its location adjacent to the station and as a prominent part of the new Station Square. The development delivers the new Cycle Park which is an essential part of the CB1 development. The development requires the demolition of the northern wing (British Transport Police wing) of the station which is part of the listed building. In my view the loss of this part of the station, that was shown as 'to be demolished' as part of the Masterplan is justified both by the quality of the new Cycle Park/hotel building and the public benefits associated with the development, in the form of the cycle parking facility.

9.3 The Committee are not bound by the constraints of the Outline consent but it is a very significant material consideration. The new buildings respect the approved Parameter Plans in terms of their scale and massing. The Screening Opinion for Environmental Impact Assessment concluded that the development does not amount to EIA development.

9.4 My recommendation is one of approval.

10.0 RECOMMENDATION

1. APPROVE subject to the satisfactory completion of the s106 agreement by 30 November 2013 and subject to the following conditions and reasons for approval:

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

   Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

2. All management and maintenance of ecology shall be carried out in accordance with the approved Ecology Report by RPS dated December 2012 as supplemented by Response to comments made on the Ecological Management Plan by RPS dated 4 April 2013.

Reason: To ensure satisfactory arrangements are in place to ensure the proper management and maintenance of ecology (Cambridge Local Plan 2006 policies 3/4, 3/7, 3/8, 3/11, 4/2, 4/3, 4/4 and 9/9).

3. Prior to occupation, a certificate following a post-construction review shall be issued by an approved BREEAM Licensed Assessor to the Local Planning Authority, indicating that the BREEAM rating EXCELLENT or higher has been met. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development unless otherwise agreed in writing by the Local Planning Authority.

   Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings
   (Cambridge Local Plan 2006 policy 8/16 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

4. The approved renewable energy technologies to meet the approved carbon emissions shall be fully installed and operational prior to and shall thereafter be maintained and remain fully operational in accordance with an approved maintenance programme, unless otherwise agreed in writing by the local planning authority.

   Reason: In the interests of reducing carbon dioxide emissions (Cambridge Local Plan 2006 policy 8/16 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

5. Prior to commencement of development, a detailed surface water strategy shall be submitted to and approved by the local planning authority in writing. The strategy shall demonstrate how the management of surface water within the context of the approved details of the CB1 strategic site wide surface water strategy. The strategy shall maximise the use of measures to control water where it falls as far as practicable to limit the rate (peak flow) and quantity (volume) of run-off and improve the quality of any run-off before it leaves the site and enters the strategic site wide system.

The strategy shall include details of all flow control systems and the design, location and capacity of all strategic SUDS features and shall include ownership, long-term adoption, management and maintenance scheme(s) and inspection arrangements/responsibilities, including detailed calculations, levels and flow routes to demonstrate the capacity of the measures to adequately manage surface water within the site without the risk of flooding to land or buildings.

The development shall be carried out in accordance with the approved surface water drainage strategy.

Reason - To ensure a satisfactory and sustainable method of surface water drainage and to prevent increased risk of flooding to third parties. (Cambridge Local Plan 2006 policies 4/13 and 8/18 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

6. Prior to commencement of development, a detailed foul water drainage strategy shall be submitted to and approved by the local planning authority in writing.

The development shall be carried out in accordance with the approved foul water drainage strategy.

Reason - To ensure a satisfactory and sustainable method of foul drainage and to prevent increased risk of flooding to third parties. (Cambridge Local Plan 2006 policies 4/13 and 8/18 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

7. Infiltration systems should only be used where it can be demonstrated that they will not pose a risk to groundwater quality. A scheme for surface water disposal needs to be submitted to and approved by the local planning authority. The scheme shall be implemented as approved.

Reason: The site is acknowledged to be potentially contaminated in submitted documents. Soakaways and other infiltration sustainable drainage systems (SUDS) must not be constructed in contaminated ground. The water environment is potentially vulnerable and there is an increased potential for pollution from inappropriately located and/or designed infiltration sustainable drainage systems (SUDS) such as soakaways, untanked porous pavement systems or infiltration basins. (Cambridge Local Plan 2006 policies 4/13 and 8/18 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

8. Piling or any other foundation designs using penetrative methods will not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.

   Reason. The site is potentially contaminated and intrusive foundation solutions could lead to the contamination of groundwater in the underlying aquifer. (Cambridge Local Plan 2006 policies 4/13 and 8/18 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

9. Prior to the commencement of any development, a scheme for the provision and implementation of pollution control of the water environment shall be submitted and agreed in writing with the Local Authority. The works/scheme shall be constructed and completed in accordance with the approved plans.

   Reason. To prevent the increased risk of pollution to the water environment. (Cambridge Local Plan 2006 policies 4/13 and 8/18 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

10. No development approved by this permission shall be commenced prior to a contaminated land assessment and associated remedial strategy, being submitted to the local planning authority and receipt of approval of the document/documents from the local planning authority. This applies to paragraphs a), b) and c). This is an iterative process and the results of each stage will help decide if the following stage is necessary.

(a) The contaminated land assessment shall include a desk study to be submitted to the local planning authority for approval. The desk study shall detail the history of the site uses and propose a site investigation strategy based on the relevant information discovered by the desk study. The strategy shall be approved by the local planning authority prior to investigations commencing on site.

(b) The site investigation, including relevant soil, soil gas, surface and groundwater sampling, shall be carried out by a suitable qualified and accredited consultant/contractor in accordance with a quality assured sampling and analysis methodology.

(c) A site investigation report detailing all investigative works and sampling on site, together with the results of the analysis, risk assessment to any receptors and a proposed remediation strategy shall be submitted to the local planning authority. the local planning authority shall approve such remedial works as required prior to any remediation commencing on site. The works shall be of such a nature as to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters.

The development approved by this permission shall be not be occupied prior to the completion of any remedial works and a validation report/s being submitted to the local planning authority and receipt of approval of the document/documents from the local planning authority. This applies to paragraphs d), e) and f).

(d) Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance.

(e) If, during the works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the local planning authority.

(f) Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved by the local planning authority. The closure report shall include details of the proposed remediation works and quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from site.

REASON: In order to ensure that any contamination is identified on the site before the commencement of the scheme, to enable any mitigation/remediation measures to be implemented during the development phase and to ensure protection of controlled waters. (Cambridge Local Plan policy 4/13)

11. Prior to the commencement of development [including demolition] a Demolition and Construction Environmental Management Plan (DCEMP) shall be submitted to and approved in writing by the local planning authority. The DCEMP shall include the consideration of the following aspects of demolition and construction:

a) Demolition, construction and phasing programme.
b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.
c) Construction/Demolition hours which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation. Prior notice and agreement procedures for works outside agreed limits and hours.
d) Delivery times for construction purposes.
e) Soil Management Strategy.
f) Outline Waste Management Plan (OWMP).
g) Noise method, monitoring and recording statements in accordance with the provisions of BS 5228-1: 2009.
h) Maximum noise mitigation levels for construction equipment, plant and vehicles.

i) Vibration method, monitoring and recording statements in accordance with the provisions of BS 5228-2: 2009.
j) Maximum vibration levels.
k) Dust management and wheel washing measures in accordance with the provisions of London Best Practice Guidance: The control of dust and emissions from construction and demolition.
l) Use of concrete crushers.
m) Prohibition of the burning of waste on site during demolition/construction.
n) Site lighting.
o) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
p) Screening and hoarding details.
q) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
r) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
s) External safety and information signing and notices.
u) Consideration of sensitive receptors.
v) Prior notice and agreement procedures for works outside agreed limits.
x) Complaints procedures, including complaints response procedures.
y) Membership of the Considerate Contractors Scheme.

The development shall then be undertaken in accordance with the agreed plan.

Reason: To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13).

12. Prior to occupation, full details of a scheme for odour control to minimise the amount of odour emanating from the development, including full technical details for the operation for extract flues shall be submitted to and approved by the local planning authority in writing. The scheme as approved shall be fully implemented prior to the occupation of the building.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2006 policy 4/13)

13. Prior to occupation, a noise attenuation/insulation scheme and/or phased attenuation measures (having regard to the building fabric, glazing and mechanical ventilation) shall be submitted to and approved by the Local Planning Authority in order to demonstrate the scheme shall achieve internal noise levels recommended in British Standard 8233:1999 'Sound Insulation and Noise Reduction for Buildings - Code of Practice'. The approved scheme shall be fully implemented and a completion report submitted prior to the occupation. The approved scheme shall remain unaltered in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

    Reason: To protect amenity of the occupants of noise sensitive development (Cambridge Local Plan 2006 policy 4/13).

14. Prior to occupation, full details of a scheme for the insulation of the building(s) and/or plant in order to minimise the level of noise emanating from the development and/or plant shall be submitted to and approved by the local planning authority in writing. The scheme as approved shall be fully implemented prior to the occupation.

    Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2006 policy 4/13)

15. The waste storage facilities hereby approved shall be provided prior to the commencement of the occupation and shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

    Reason: To protect the amenities of nearby residents/occupiers and in the interests of visual amenity. (Cambridge Local Plan 2006 policy 4/13)

16. Prior to the commencement of occupation, full details of the means by which waste will be collected from the site, including the means by which refuse containers will be moved to the street frontage for collection and returned to the refuse store after the collection of waste and the location of on-street storage on collection days, shall be submitted to and approved by the local planning authority in writing. The approved arrangements shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

    Reason: To protect the amenities of nearby residents/occupiers and in the interests of visual amenity. (Cambridge Local Plan 2006 policy 4/13)

17. The retail/café/restaurant units shall only be open for trade between 07:00 and 23:00.

    Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2006 policy 4/13)

18. Deliveries shall only be made to the development between 07:00 and 23:00.

    Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2006 policy 4/13)

19. No construction work shall be carried out or plant operated other than between the following hours: 0730 to 1800 Monday to Friday, 0800 to 1300 on Saturdays and at no time on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the local planning authority in advance.

    Reason: To protect the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13).

20. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details including samples of the materials to be used in the construction of the external surfaces shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/14)

21. Before starting any stone work (artificial and/or real), a sample panel of the facing materials to be used shall be erected on site to establish the detail of bonding, coursing and colour and type of jointing and shall be agreed in writing with the local planning authority. The quality of finish and materials incorporated in any approved sample panel(s), which shall not be demolished prior to completion of the development, shall be maintained throughout the development.

    Reason: In the interests of visual amenity and to ensure that the quality and colour of the detailing of the brickwork/stonework and jointing is acceptable and maintained throughout the development. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

22. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details of glass type(s) to be used in curtain walling/windows/doors or other glazed features shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

    Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

23. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details of non-masonry walling systems to be used shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

    Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

24. No metal-clad or other non-traditional roofs shall be erected until full details of such roofs including materials, colours, surface finishes and relationships to rooflights or other rooftop features have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.
Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

25. Prior to the commencement of development, full details of all external joinery [whether of metal, timber or hybrid construction] including frames, thresholds, mullions, transoms, finishes, colours, etc., shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.
Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

26. Prior to the commencement of development, with the exception of below ground works, full details of colonnade soffits shall be submitted to and approved in writing by the local planning authority. This may consist of large-scale drawings and/or samples. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

27. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details of all coping to the walls shall be submitted to and approved in writing by the local planning authority. Large-scale cross-sectional drawings may be appropriate for depicting some details. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the building is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

28. Prior to commencement of occupation a signage strategy for use in association with the occupation of the development shall be submitted to and approved by the local planning authority in writing. The approved signage strategy shall thereafter be retained and all external signage shall conform to the strategy unless otherwise agreed in writing by the local planning authority.

    Reason: To ensure that the appearance of the building is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

29. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details, in terms of materials, fixing, surface finish & colour, of all metalwork [stairs, balustrades, grilles, railings, brackets, window cleaning gantries & associated equipment, columns, louvres, grilles, mesh or wire frames etc.] shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

    Reason: To ensure that the appearance of the building is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

30. Prior to the commencement of development, with the exception of below ground works, full details of external visible masonry brackets, clamps, restraints and other support systems shall be submitted to and approved in writing by the local planning authority. This may consist of large-scale drawings and/or samples. The development shall be carried out in accordance with the approved details.

    Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

31. No rooftop plant shall be constructed until such time as full details, to a large scale, of any rooftop plant screening systems to be installed, where relevant, have been submitted to and approved in writing by the local planning authority. This may include the submission of samples of mesh/louver types and the colour(s) of the components. Colour samples should be identified by the RAL or BS systems. The development shall be carried out in accordance with the approved details.

    Reason: To ensure that the details of development are acceptable. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

32. Prior to the commencement of development, with the exception of below ground works, full details of all solar panels [water pre-heat, etc.] and/or photovoltaic cells, including type, dimensions, materials, location, fixing, etc. shall be submitted to and approved in writing by the local planning authority. In bringing forward such details the applicant is encouraged to site such features so as not to be visible from ground level. The development shall be carried out in accordance with the approved details.

    Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

33. Prior to the commencement of occupation, a lighting plan including details of the height, type, position and angle of any external lighting shall be submitted to and approved in writing by the local planning authority. The development shall be implemented and maintained in accordance with the approved plan.

    Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

34. Prior to the commencement of development full details of a scheme for the provision and location of fire hydrants to serve the site, shall be submitted to and approved by the Local Planning Authority in writing. The development shall be carried out in accordance with the approved details, which shall be fully implemented prior to the first occupation, and shall be retained thereafter unless otherwise agreed in writing by the local planning authority.

Reason: To ensure the provision of adequate water supply infrastructure to protect the safe living and working environment for all users and visitors in accordance with the Cambridge Local Plan 2006 policies 3/7, 3/12 and 9/9.

35. No development shall commence until details of hard and soft landscape works including the green roof have been submitted to and approved in writing by the local planning authority. Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme. Hard landscaping works shall include full construction details and specifications of levels, all hard surfacing materials, furniture, boundary treatments and lighting.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2006 policies 3/2, 3/4, 3/7, 3/11, 3/12, 4/2, 4/3, 4/4 and 9/9)

36. No development shall take place until a schedule of landscape maintenance for a minimum period of five years has been submitted to and approved in writing by the local planning authority. The schedule shall include details of the arrangements for its implementation.

Reason: To ensure that the landscaped areas are maintained in a healthy condition in the interests of visual amenity. (Cambridge Local Plan 2006 policies 3/2, 3/4, 3/7, 3/11, 3/12, 4/2, 4/3, 4/4 and 9/9)

37. Any trees or plants provided as part of any landscaping scheme, within a period of 5 years from the completion of the development, which die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species as those originally planted, unless the local planning authority gives written consent to any variation. No development within the site for which reserved matters approval is sought shall commence until the landscaping scheme has been approved in writing by the local planning authority. The scheme shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

Reason: To ensure satisfactory arrangements are in place for replacement planting to ensure proper provision of landscaped areas (Cambridge Local Plan 2006 policies 3/2, 3/4, 3/7, 3/11, 3/12, 4/2, 4/3, 4/4 and 9/9)

38. No more than 5% of the public cycle parking hereby approved shall secured as premium cycle parking, without the prior written approval of the local planning authority.
Reason: To ensure that adequate non-changeable cycle parking is publicly available. (Cambridge Local Plan policy 9/9)

39. No more than 82% of public cycle parking provision shall be in the form of double stacker style cycle parking, without the prior written approval of the local planning authority.
Reason: To ensure that adequate non-changeable cycle parking is publicly available. (Cambridge Local Plan policy 9/9)

40. Notwithstanding the details shown on the approved plans, full details of the proposed layout of the highway within the application site shall be submitted to and approved by the local planning authority in writing. The development shall be carried out in accordance with the approved details.
Reason: In the interests of highway safety for all road users. (Cambridge Local Plan policies 8/2 and 8/4)

INFORMATIVE: Highways - Buildings footings or basements must not extend out under the public highway except in the case of basements with the express permission of the Highway Authority and under licence. Adopted areas should also exclude areas under balconies except under licence (Section 177 of the Highways Act 1980)

INFORMATIVE: Highways - The applicant is advised that any granting of Planning Permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and a separate permission must be sought from the Highway Authority for such works

INFORMATIVE: Highways - Notwithstanding any consent granted under the relevant planning act/s, the applicant is advised that before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway the express consent of Cambridgeshire County Council as the Local Highway Authority will be required. All costs associated with any construction works will be borne by the developer. The developer will not be permitted to drain roof water over the public highway, nor across it in a surface channel, but must make arrangements to install a piped drainage connection. No window or door will be allowed to open over a highway and no foundation or footing for the structure will be allowed to encroach under the public highway

INFORMATIVE: Highways - Notwithstanding any consent granted under the relevant planning act/s, the applicant is advised that before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway the express consent of Cambridgeshire County Council as the Local Highway Authority will be required. All costs associated with any construction works will be borne by the developer

INFORMATIVE: Airborne dust To satisfy the condition requiring the submission of a program of measures to control airborne dust within the DCEMP, the applicant should have regard to:

Council's Supplementary Planning Document - "Sustainable Design and Construction 2007":
http://www.cambridge.gov.uk/public/docs/sustainable-design-and-construction-spd.pdf

Control of dust and emissions from construction and demolition - Best Practice Guidance produced by the London Councils:
http://www.london.gov.uk/thelondonplan/guides/bpg/bpg_04.jsp

INFORMATIVE: Noise insulation To satisfy condition 13 for the building envelope as required above, the Council expects the scheme to achieve the 'good' internal noise levels of British Standard 8233:1999 "Sound Insulation and noise reduction for buildings-Code of Practice". Where sound insulation requirements preclude the opening of windows for rapid ventilation and summer cooling, acoustically treated mechanical ventilation may also need to be considered within the context of this internal design noise criteria.

INFORMATIVE: Plant noise insulation To satisfy condition 14, the noise level from all plant and equipment, vents etc (collectively) associated with this application should not raise the existing background level (L90) by more than 3 dB(A) (i.e. the rating level of the plant needs to match the existing background level). 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 5 minute period), at the boundary of the premises subject to this application and having regard to noise sensitive premises. Tonal/impulsive noise frequencies should be eliminated or at least considered in any assessment and should carry an additional 5 dB(A) correction. This is to guard against any creeping background noise in the area and prevent unreasonable noise disturbance to other premises.

It is recommended that the agent/applicant submits a noise prediction survey/report in accordance with the principles of BS4142: 1997 "Method for rating industrial noise affecting mixed residential and industrial areas" or similar. Noise levels shall be predicted at the boundary having regard to neighbouring premises.

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

INFORMATIVE: Sub Station: Electricity substations are known to emit electromagnetic fields. The NRPB has set standards for the release of such fields in relation to the nearest premises. With this in mind, an informative should be attached advising the applicant to contact The Health Protection Agency, Radiation Protection Division, Chilton, Didcot, Oxon OX11 ORQ, tel: 01235 831600 for advice regarding the electric/magnetic fields that are associated with electric substations

INFORMATIVE: Fume Filtration/Extraction To satisfy condition 12, details should be provided in accordance with Annex B of the, "Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems, prepared by Netcen on behalf of Department for Environment, Food and Rural Affairs (DEFRA) dated January 2005 available at:
http://www.defra.gov.uk/publications/2011/03/25/odour-noise-kitchen-exhaust-pb10527/

INFORMATIVE: Food Safety - As the premises are intended to be run as a food business the applicant is reminded that under the Food Safety Act 1990 (as amended) the premises will need to registered with Cambridge City Council. In order to avoid additional costs it is recommended that the applicant ensure that the kitchen, food preparation and foods storage areas comply with food hygiene legislation, before construction starts. Contact the Food and Occupational Safety (FOS) Team of the Refuse and Environmental Service at Cambridge City Council on telephone number (01223) 457890 for further information.

INFORMATIVE: Licensing - If the premises are intended to provide alcohol, regulated entertainment or food after 11pm or before 5 am they may require a Premise Licence under the Licensing Act 2003. The applicant is advised to contact The Licensing Team of Refuse and Environmental Service at Cambridge City Council on telephone number (01223) 457899 for further information

INFORMATIVE: New development can sometimes cause inconvenience, disturbance and disruption to local residents, businesses and passers by. As a result the City Council runs a Considerate Contractor Scheme aimed at promoting high standards of care during construction. The City Council encourages the developer of the site, through its building contractor, to join the scheme and agree to comply with the model Code of Good Practice, in the interests of good neighbourliness. Information about the scheme can be obtained from The Considerate Contractor project Officer in the Planning Department (Tel: 01223 457121).

Advice to Applicant:

Surface Water Drainage:
All surface water from roofs shall be piped direct to an approved surface water system using sealed downpipes. Open gullies should not be used.

Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer.

General Informatives:
Any culverting or works affecting the flow of a watercourse requires the prior written Consent of the Environment Agency under the terms of the Land Drainage Act 1991/Water Resources Act 1991. The Environment Agency seeks to avoid culverting, and its Consent for such works will not normally be granted except as a means of access.

The granting of planning approval must not be taken to imply that consent has been given in respect of the above.

Foul Water Drainage:
All foul sewage or trade effluent, including cooling water containing chemical additives, or vehicle washing water, including steam cleaning effluent shall be discharged to the public foul sewer with the prior approval of Anglian Water services.

Pollution Control:
Surface water from roads and impermeable vehicle parking areas shall be discharged via trapped gullies.

Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from lorry parks and/or parking areas for fifty car park spaces or more and hardstandings should be passed through an oil interceptor designed compatible with the site being drained. Roof water shall not pass through the interceptor.

Surface water drainage from covered or underground parking areas shall be discharged to the public foul water sewer with the prior approval of Anglian Water Services.

Drainage from open parking areas that will discharge, directly or otherwise, to a surface watercourse must be first passed through an oil interceptor. The Environmental Permitting Regulations make it an offence to cause or knowingly permit any discharge that will result in the input of pollutants to surface waters.

Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters

INFORMATIVE: This planning permission should be read in conjunction with its associated deed of planning obligation prepared under s.106 of the Town and Country Planning Act 1990 (as amended)

Reasons for Approval

1. This development has been approved, conditionally, because subject to those requirements it is considered to generally conform to the Development Plan, particularly the following policies:

Cambridgeshire and Peterborough Structure Plan policies: P6/1 P9/8 P9/9

Cambridge Local Plan (2006): 3/1 3/4 3/6 3/7 3/11 3/12 3/13 3/15 4/4 4/10 4/11 4/12 4/13 4/14 4/15 5/11 6/3 6/10 8/2 8/3 8/4 8/5 8/6 8/9 8/10 8/11 8/13 8/16 8/18 9/1 9/9 10/1

2. The decision has been made having had regard to all other material planning considerations, none of which was considered to have been of such significance as to justify doing other than grant planning permission.

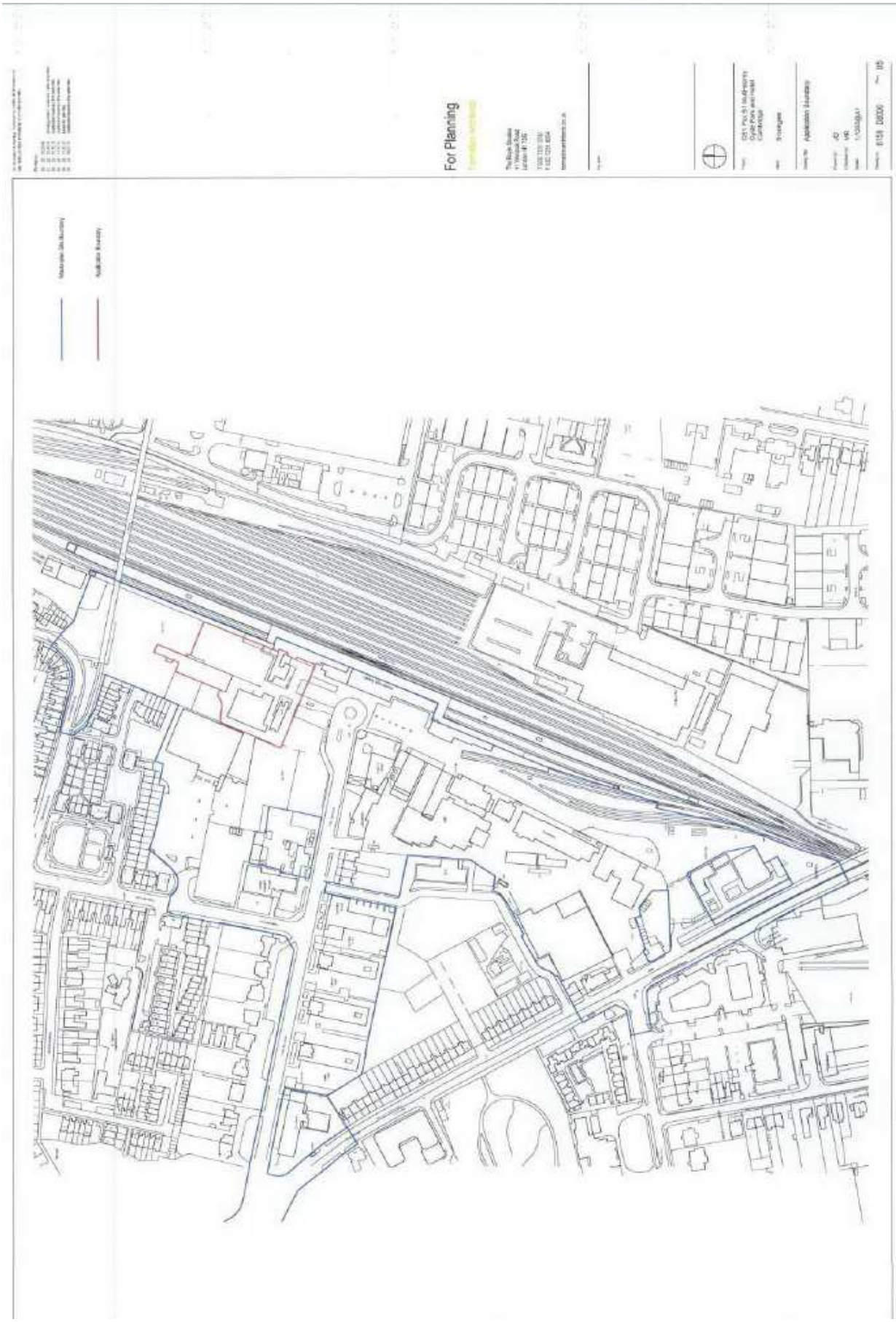
These reasons for approval can be a summary of the reasons for grant of planning permission only. For further details on the decision please see the officer report online at www.cambridge.gov.uk/planningpublicaccess or visit our Customer Service Centre, Mandela House, 4 Regent Street, Cambridge, CB2 1BY between 8am to 6pm Monday to Friday.

2. Unless prior agreement has been obtained from the Head of Planning, in consultation with the Chair and Spokesperson of this Committee to extend the period for completion of the Planning Obligation required in connection with this development, if the Obligation has not been completed by 30 November 2013, or if Committee determine that the application be refused against officer recommendation of approval, it is recommended that the application be refused for the following reason(s):

The proposed development does not make appropriate provision for transport mitigation measures/infrastructure provision, mitigation of potential for overspill parking, the funding and agreement of the a Travel Plan Co-Ordinator, public art, and monitoring in accordance with Cambridge Local Plan 2006 policies 3/7, 5/11, 7/2, 8/2, 8/3, 9/9 and 10/1, Cambridgeshire and Peterborough Structure Plan 2003 policies P6/1, P9/8 and P9/9 and as detailed in the Planning Obligation Strategy 2010, the Public Art Supplementary Planning Document 2010 and the Southern Corridor Area Transport Plan 2002.

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

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For Planning

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Loading bay
Reception / Bar
Lounge Area
Sub-station
Hotel Refuse
DDA WC
General Manager
Luggage store
Through lift/stair linen
Goods lift
Reception office
Hotel LV Switch
Retail Refuse
Business Corner
Delivertex Service Corridor
Roller shutter
Cycle Shop
Cyclist dismount zone
Retail Unit 2
ECP
Retail Unit 1
Station Retail Refuse
Retail LV Incomer
Retail gas/water incomers
Cycle Hire Store
Refuse Compactor
Station Boiler Room
Plantroom
Existing platform wall
Station retail refuse access
Existing plinth to be removed
Station Platform
NOTE:
LAYOUT OF MULTI-STOREY CYCLE PARK DESIGNED BY OXFORD ARCHITECTS
For Planning
Formation Architects
The Ropk Studios
41 Westbourne Road
London N1 7BD
T 020 7281 0781
F 020 7281 8284
formationarchitects.co.uk
CB1 Plot 01 Multi-storey Cycle Park and Hotel Cambridge
Brookgate
Proposed Ground Floor Plan
JCJ
MR
1:100@A1/1:200@A3
6159 DB100
10

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Planning Committee **03rd July 2013**

Application Number	13/0584/FUL	**Agenda Item**	
Date Received	29th April 2013	**Officer**	Ms Lorna Gilbert
Target Date	29th July 2013		
Ward	Queen Ediths		
Site	UTC Cambridge Long Road Sixth Form College Long Road Cambridge Cambridgeshire CB2 8PX		
Proposal	Erection of a three storey building with rooftop plant to accommodate a new University Technical College (use class D1) for 670 students aged 14-19 and 70 FTE staff, with associated landscape works including new cycle parking, car parking and an all weather pitch with lighting.		
Applicant	Mr Chris Lang c/o Cambridge Regional College Science Park Campus King Hedges Road Cambridge Cambridgeshire CB4 2QT UK		

SUMMARY	The development accords with the Development Plan for the following reasons: 1) There will be no significant loss of green protected open space on campus. The site is too small for additional grass pitch provision. An alternative, publically accessible MUGA will be provided. 2) The design of the building will make a positive contribution to the character and appearance of Robinson Way. 3) Neighbouring amenity will not be significantly adversely affected by drop off, pick up or overspill car parking.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The site is situated at the junction of Long Road and Robinson Way. The application site is currently part of Long Road Sixth Form College. The land subject to this application contains an area of hard standing which previously was used as an indoor tennis bubble but is now used as an overflow car park, playing fields, open space and a car park.

1.2 The site is designated as Protected Open Space within the Cambridge Local Plan (2006). There are Tree Preservation Orders within the application site. The site falls within the Airport Safeguarding Zone of Marshalls Airport.

1.3 The site falls outside the controlled parking zone.

2.0 THE PROPOSAL

2.1 Planning permission is sought for a three storey building with rooftop plant to accommodate a new University Technical College (use class D1). The college would cater for 640 students aged 14 to 19 years old.

2.2 The building has a rectangular footprint running parallel with Robinson Way and contains three levels of accommodation. The building stands approximately 10.5m in height and has a gross internal floorspace of 5133 sq m. The building would be constructed from a combination of a Corten (or equivalent) rain screen cladding system and a coloured composite cladding system. Concrete paviors would be used on the terrace and plant areas. Perforated metal screens would be used on the rooftop plant. There would be PPC metal windows, curtain-walling and doors and frames.

2.3 Externally, the development proposes a new multiuse games area (MUGA) which consists of a 106m by 71m synthetic all weather hockey/football pitch, 48 car parking spaces, 8 new motorcycle and 156 new cycle spaces would be provided.

2.4 The application is accompanied by the following supporting information:

1. Design and Access Statement
2. Biodiversity Survey
3. Biodiversity Assessment & Report
4. Desktop Archaeology Features Report
5. Foul Sewage and Utilities Assessment
6. Land Contamination Assessment
7. Lighting Assessment
8. Noise Impact Assessment
9. Planning Statement
10. Site Waste Management Plan
11. Statement of Community Involvement
12. Sustainability Statement & Checklist
13. Transport Assessment
14. Travel Plan
15. Tree Survey & Arboricultural Impact Assessment
16. Ventilation/Extraction Statement
17. Public Art Delivery Plan
18. All Weather Pitch Information
19. Flood Risk Assessment

2.5 The application is brought before Planning Committee because there have been third party objections to the proposal and the report is recommending approval.

3.0 SITE HISTORY

The most recent and relevant planning applications are listed below:

Reference	Description	Outcome
13/0691/FUL	Alterations to the Sports Hall to provide first floor teaching space above the existing storage area.	Pending
12/0981/FUL	Proposed refurbishment of E-Block at Long Road Sixth Form College, including:- minor alterations to enlarge some window openings; upgrading of	Approved 24.9.12

	the majority of external fenestration; improvements to the roof insulation levels which will require the raising of the existing parapets; the installation of 2no. External entrance	
C/01/0350	canopies; reorganisation of internal areas.	Approved 23.5.01
C/99/0625	New portacabin to provide enlarged office accommodation for tennis centre, to replace existing.	Approved 15.11.99
C/99/0085	Erection of four tennis courts (three covered) within existing college grounds (Reserved Matters).	Approved 3.8.99
	Erection of two storey extension to college, two storey sports hall for community use, all-weather pitch, covered tennis courts and extension to existing car park.	

4.0 **PUBLICITY**

4.1	Advertisement:	Yes
	Adjoining Owners:	Yes
	Site Notice Displayed:	Yes
	Public Meeting/Exhibition (meeting of):	Yes

5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, East of England Plan 2008 policies, Cambridgeshire and Peterborough Structure Plan 2003 policies, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge and Peterborough Structure Plan 2003	P6/1, P9/8
Cambridge Local Plan 2006	3/1 3/3 3/4 3/6 3/7 3/9 3/11 3/12 3/13 4/2 4/4 4/9 4/13 4/14 4/15 5/12 6/1 6/2 7/1 8/2 8/4 8/6 8/9 8/10 8/16 9/1 9/5 10/1

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

Central Government Guidance	National Planning Policy Framework March 2012 Circular 11/95 Community Infrastructure Levy Regulations 2010
Supplementary Planning Documents	Sustainable Design and Construction Waste Management Design Guide Public Art Planning Obligation Strategy
Material	Central Government:

Considerations	Letter from Secretary of State for Communities and Local Government (27 May 2010) Written Ministerial Statement: Planning for Growth (23 March 2011)
	<u>Citywide</u>: Arboricultural Strategy Biodiversity Checklist Cambridge Landscape and Character Assessment Cambridge and South Cambridgeshire Strategic Flood Risk Assessment Strategic Flood Risk Assessment (2005) Cambridge and Milton Surface Water Management Plan Open Space and Recreation Strategy Cambridge Walking and Cycling Strategy Cambridgeshire Design Guide For Streets and Public Realm Cycle Parking Guide for New Residential Developments Air Quality in Cambridge – Developers Guide
	<u>Area Guidelines</u>: Southern Corridor Area Transport Plan Suburbs and Approaches Study: Long Road Southern Fringe Area Development Framework

6.0 CONSULTATIONS

Design and Conservation Panel (Meeting of 10th April 2013)

6.1 The Panel's comments are as follows:

- **Relationship with the existing buildings**. The Panel welcomed the functional links that are to be made between the UTC and the existing 6th form college. However, little if any information was provided on the physical relationship between the UTC and the other larger-scale buildings. The provision of sections across the site would have been welcomed.
- **Cor-ten steel cladding**. The Panel expressed some excitement at the choice of the material Cor-ten. Its potential for variety, texture and use of colour would provide a sophisticated and contemporary façade treatment.
- **Landscaping**. Although the neighbouring sports hall would cause some shadowing, the Panel were comfortable with the overall landscaping strategy, subject to the implementation of appropriate tree protection measures along the Robinson Way boundary
- **Solar control – southern elevation (1st floor).** The Panel felt that perhaps too much reliance was being placed on the high specification glass and that shading by louvers would not only be more effective but would add to the animation of the southern elevation.
- **Roof as additional teaching space.** The Panel had some concerns about the choice of colour for the highly visible roof top enclosure. However, it was noted that the selection of the predominant colour is work in progress.
- **Lighting**. The Panel expressed some concern regarding the potential for light spillage in this urban edge location and would recommend that careful consideration is given to the overall lighting strategy for the building and its environs, so as to minimise impact.
- **Parking and drop-off arrangements**. The Panel were informed that the UTC would have a wide catchment area and attract students aged between 14 and 19 years. The Panel suggested that there was the potential for a significant proportion of the students (as well as staff) to travel by car which will need to be carefully managed given the limitations of on-site parking and off site drop-off arrangements on Robinson

Way. The Panel would recommend that detailed consideration is given to the proposed parking/drop-off arrangements.

- **Cycle parking**. The Panel questioned the provision of only 100 spaces and would hope that the designers go as far as possible to meet the City Council's requirements.

Conclusion

The Panel supported the choice of the preferred development option for the constrained site. Although there was little analysis of the relationship with the Long Road 6th Form buildings, the Panel were supportive of the scale, mass, footprint and contemporary design of the proposed UTC. The Panel expressed excitement at the choice of the proposed cladding material, and at the way it was proposed to be applied along with the fenestration on various elevations. Notwithstanding the Panel's general support for the architecture of the proposed building, it was felt that further consideration be given to clarifying the impact of the travel needs of students and staff in the submission of a detailed and robust Travel Management Plan

VERDICT – GREEN (unanimous)

Urban Design and Conservation Team

6.2 The proposed scale responds well to existing buildings on the 6th Form College site. The overall form of the UTC relates well to neighbouring buildings within the wider bio-medical campus to the south and east (including the Cambridge Research Centre – Li Ka Shing Centre and the Addenbrooke's Hospital car park). The 8.2m setback of the plant enclosure from the west elevation forms a scale transition with the adjacent sports hall to the west.

The proposed Cor-ten steel cladding forms a contemporary façade treatment and the subtle variation in colour, as the material weathers, will add interest.

Submitted shadow studies (application drawing 13401-PA-003) have been provided for 21st March, June and December and indicate shadowing within the courtyard will be limited to mornings and evenings. The submitted shadow studies have addressed previous concerns raised at pre-application discussion stages.

A covered staff and student cycle parking area is proposed to the north of the student courtyard (west of the UTC), visitor and student cycle parking is also proposed in front of the main entrance. The cycle parking is well overlooked and is positioned to relate well to the main entrance of the UTC building.

Conclusion:

The application is supported in Urban Design and Conservation terms.

Cambridgeshire County Council (Engineering)

6.3 The applicant must show the dimensions for the proposed car parking spaces, which should be 2.5m x 5m with a 6m reversing space, the width and geometric layout of the access and setting out of the cycle parking.

The Highway Authority has no further comment to make on this application at this time, pending the availability of advice from Transport Planning colleagues.

Cambridgeshire County Council (Sustainable Communities)

6.4 Comments awaited. To be reported on the amendment sheet or orally at the Committee.

Head of Refuse and Environment

6.5 Construction, ground contamination and noise related conditions recommended.

Hours of use of all weather should be conditioned.

If the recommended fencing and hours of use as mentioned within the all weather pitch report 18 are utilised then I am satisfied the local amenity will be protected from noise generated from reasonable activities within the all weather pitch.

Senior Sustainability Officer (Design and Construction)

6.6 The general approach being taken is supported. Clarification would be welcomed in relation to:

- Whether the exposed thermal mass will be combined with secure night time ventilation;
- The levels of carbon reduction (set out in terms of kg/CO2/annum) being achieved from the photovoltaic panels and the CHP unit;
- The potential for overshadowing of the photovoltaic panels.

The applicant should give further consideration to the responsible sourcing of materials for basic building elements, with reference to the Green Guide to Specification, and the reduction of construction waste being sent to landfill.

Access Officer

6.7 The lift needs to be a fire fighting lift.

Many rooms will need hearing loops and specialist advice should be sought.

The toilet layout with staff toilets on the outside and the wheelchair accessible toilet on the innermost part of the toilet area should be reversed.

The car park needs a dedicated drop off space.

Head of Streets and Open Spaces (Landscape Team)

6.8 The application proposes removing a large number of trees from the site, many of which are in poor condition. The removal of all the trees near the entrance to the site is not supported. Whilst many of the trees proposed to be removed are of poor value, it is important to retain some of the trees to reinforce the character of the Long Road Plantation (TPO) trees.

Two Oak trees and Beech at the southern end of the plantation are an unfortunate loss, as are the other Category B trees. Substantial tree replacement will be required to compensate for the loss of these trees.

Providing the applicant incorporates the recommendations, (including retaining some trees around the entrance), the Landscape Team can support this application.

Head of Streets and Open Spaces (Walking and Cycling Officer)

6.9 No thought has been given to the cycle and pedestrian access to the site. The amount of cycle parking is inadequate. The location of some of the cycle parking will make the main entrance way feel cluttered.

Head of Streets and Open Spaces (Public Art Officer)

6.10 The submitted Public Art Delivery Plan is not supported, it sets out a proposal with a budget, which does not allow for the development and delivery of that proposal. It is simply not viable and does not provide mitigation for the development. The document should be revised or a contribution sought through a S106 Agreement.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

6.11 The application utilises infiltration as a method of surface water disposal and is generally supported. It should be noted that should the results of further infiltration testing mean that this is not possible then the allowable discharge rate will be 2 l/s/ha for all events up to the 1 in 100 year event plus an allowance for climate change.

The use of a green roof is supported but its use over a wider area is encouraged.

Head of Streets and Open Spaces (Nature Conservation Officer)

6.12 I am satisfied with the initial Phase 1 ecology assessment and follow up protected species surveys for the site is supported.

I would support all measure to reduce / minimise lighting to the Long Road plantation to avoid disturbance to this likely bat foraging corridor. I would also like to promote the use of

landscape planting within the scheme that provides an extended flowering season for pollinators.

Environment Agency

6.13 Pollution Prevention and Control: The site is identified as being in proximity to the permitted clinical waste incinerator (CWI) and does not appear to be any higher than existing buildings located on either side. Therefore, it is unlikely to alter the dispersion of emissions from the CWI, to any significant extent. This would need to be modelled for verification but on the basis of the detail submitted the Agency has no objection, in principle, in this respect.

Ground Contamination: We consider that planning permission could be granted to the proposed development as submitted if planning conditions are included. Without these conditions, the proposed development of this site poses an unacceptable risk to the environment and we would object to the application.

Anglian Water

6.14 No objections. The sewerage system has adequate capacity.

Sport England

6.15 Sport England are satisfied that the benefits to college/community sport from the proposed new all-weather pitch will outweigh any detriment caused by the loss of this grass pitch, and the proposal therefore meets exception E5 of our policy, subject to the imposition of a condition relating to the securing of a community use agreement.

Defence Infrastructure Organisation

6.16 The MOD has no safeguarding objections to this proposal.

Cambridgeshire Constabulary (Architectural Liaison Officer)

6.17 CCTV recommended for the cycle store.

Cambridgeshire County Council (Growth & Economy)

6.18 No education, libraries and lifelong learning or strategic waste contributions are required as this is a non-residential development. County colleagues will be responding on whether there are any transport requirements.

Cambridgeshire County Council (Archaeology)

6.19 Further site investigations required.

Disability Consultative Panel (Meeting of 23rd April 2013)

6.20 Various recommendations for internal layout, fixtures and fittings. More car parking should be considered.

The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

7.0 REPRESENTATIONS

7.1 The owners/occupiers of the following addresses have made representations:

9 Long Road
20 Long Road
72 Holbrook Road

7.2 The representations can be summarised as follows:

Comments on the principle of development

- There is no need for such a facility. Lack written proof.
- Such numbers could be accommodated at the Regional College.

Design comments

- At five storeys (including plant), the proposed building is too large and dominant in this location.
- Other buildings this close to Long Road are restricted to 3 storeys.

- The Tree Belt along Long Road needs protecting – not a new entrance to UTC.

Traffic and Access concerns

- Increase the volume of traffic in the Long Road area.

- Only 6 additional parking spaces were provided for staff. This means that yet further vehicles will be parked in surrounding streets. We have even had cars parked on the grass outside our home.

- It is disappointing there is very limited provision of on-site parking, with an estimate of only 1% of students driving to the college.

- It seems likely that many students and staff will arrive by car, whether driving themselves or being dropped off. Already the side roads around Long Road and Hills Road are congested with cars spilling over from Addenbrookes' and the Sixth Form Colleges.

- There are several schools (mainly preschools and primary schools) in these adjacent side roads. Many of these children walk, scoot or cycle to school, and the increased volume of traffic down the side streets around school drop off times increases the risk of accidents involving children.

- The Long Road Cycle Path adjacent to LRSC is currently inadequate. It needs to be upgraded to cope with additional pedestrians and cyclists from UTC.

- Provision needs to be made for bus parking for UTC. Students will be arriving/departing by bus in the rush hour and also during the day as part of their studies offsite.

Trumpington Residents Association

- The building is out of scale with Long Road.

- The building will extend the footprint of large scale buildings beyond the bio medical campus, whereas the campus itself is well screened from Long Road.

- It will overwhelm existing buildings in the campus.

- The development will create additional pressure on the local area which should be mitigated by S106 contributions.

- The cycle path south of Long Road is inadequate and should be upgraded.

- There will be increased competition for car parking.

- The Public Art Delivery plan is inadequate.

- Construction traffic should not use Addenbrookes Road or Robinson Way beyond the immediate site.

- Inadequate consultation.

7.3 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

8.0 ASSESSMENT

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

1. Principle of development
2. Context of site, design and external spaces
3. Trees, Landscaping and Biodiversity
4. Public Art
5. Renewable energy and sustainability
6. Disabled access
7. Residential amenity
8. Refuse arrangements
9. Highway safety
10. Car and cycle parking
11. Third party representations

Principle of Development

8.2 The key issue is the appropriateness of a new building within the existing campus and the loss of Protected Open Space.

8.3 Development for educational purposes is supported by the Framework. Paragraph 72 explains how 'the government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities'. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. The proposed technical college will provide specialist education which will positively contribute to the research and development sector in the region.

8.4 The application site is located on land designated as Protected Open Space in the Local Plan (2006). Policy 4/2 (Protection of Open Space) in the Local Plan explains that '*development will not be permitted which would be harmful to the character of, or lead to the loss of, open space of environmental and/or recreational importance unless the open space uses can be satisfactorily replaced elsewhere and the site is not important for environmental reasons'*. The Open Space and Recreation Strategy (2011) classifies the Long Road Sixth Form College site as of environmental and recreational importance. This notwithstanding, the construction of the building is acceptable for the following two reasons below:

8.5 Firstly, the land proposed for the new University Technical College (UTC) building is primarily hardstanding. The proposed College building itself would be accommodated on land previously laid out as three hardstanding sports pitches and an indoor tennis centre which has since closed and been removed. The hard standing area was retained and has subsequently been used as an overspill car park for the College. Sport England are satisfied that the development of the site would not lead to the loss of formal sports facilities and is too restricted for additional pitch provision. The proposed new building would not therefore result in the loss of green open space.

8.6 Secondly, the proposal would provide a MUGA consisting of a synthetic all weather hockey/football and coaching pitch on the Long Road Sixth Form site. The overall development package

would therefore improve sport facilities for the students on site and, importantly, to enable the Long Road Site to open its facilities to the wider community. Sport England are satisfied that the benefits to college and community sport from the proposed new all-weather pitch would outweigh any detriment caused by the loss of the existing grass football pitch. Subject to the imposition of a condition to secure a community use agreement, in my view the educational and sports facility benefits of the scheme outweigh the minor incursion on protected open space and the loss of the grass football pitch. (See condition 19).

8.7 The proposal will not be harmful to the character of the Protected Open Space because the proposed new building would be located primarily on an area of hardstanding. Additional landscaping and tree planting will ensure the setting of the protected open space is enhanced.

8.8 In summary, I consider that the principle of the development is acceptable in accordance with Local Plan policy 4/2, as alternative recreational facilities are included in the development and there will be no significant loss of open space. The scheme accords with the principles of the Framework.

Context of site, design and external spaces

8.9 The key design issue is the design and appearance of the new building in its setting.

8.10 In terms of layout, the site can comfortably carry a building of these proportions. The rectangular footprint is sited in a logical position with its main north – south elevation addressing Robinson Way. The set back from Robinson Way of approximately 10m will ensure the building is not overly intrusive or prominent in the street scene. The site is located in an area of mixed architecture, therefore the new building offers potential to create its own distinctive character. In layout and scale terms however the proposed building will sit harmoniously in its context as required by Local Plan policies 3/4 and 3/12.

8.11 The scale and massing of the building, with an overall height of approximately 10.5m is appropriate in this campus context, close to the institutional buildings within Addenbrookes hospital. I consider that the proposed building standing at three storeys

high, with the recessed zig zag perforated plant screen would relate well to nearby buildings. The main parapet line of the proposed building is broadly similar with the existing sports hall to the west and adequate circulation space would remain around each building ensuring the development would not be unduly cramped or constrained.

8.12 In terms of materials, the use of 'cor-ten' panels and recessed composite cladding panels are used to define particular uses within the building. This approach is supported by the Urban Design Team and the Design and Conservation Panel. The arrangement of the 'zig-zag' glazing on the northern elevation and projecting glazing on the east elevation adds interest to the building along with the recessed south elevation. The areas of glass and window detailing on the proposed building will help to create an interesting facade along Robinson Way.

Trees and Landscaping

8.13 Externally, new tree planting and a package of landscaping will help to frame the new building and soften its appearance.

8.14 On site tree planting has been proposed as part of the application to mitigate against the loss of trees on site. Trees will be planted in part of the buffer area between Long Road and the car park and would fill an existing gap in planting. Trees will also be planted along the edge of the access road into the site and car park and along the western site boundary beside the Long Road Sixth Form College site.

8.15 Many of the trees near the entrance are poor quality and will be removed to facilitate the development. The Council's Landscape Architect considers that six additional trees near the site entrance are of sufficient quality to be retained to help screen the site and reduce the visual impact of the building. This may require a minor reworking of the car parking area to the north of the proposed building, but I am satisfied this can be adequately controlled through the imposition of planning conditions 12, 13, 14, 15 and 16.

8.16 Final landscaping details, including species selection recommended by the Council's Landscape Team, can be agreed through the discharge of suitable planning conditions.

8.17 In my opinion the proposal building will make a positive contribution to the Robinson Way street scene and is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11 and 3/12.

Public Art

8.18 The applicant Public Art Delivery Plan seeks to provide public art on the campus. The Public Art SPD explains that the provision of public art within school developments is important and public art in schools can be used to allow children to engage with art and artists and can add value to the school community and provide a learning experience. The principle of this approach is therefore supported.

8.19 The Public Art Delivery Statement has allocated an initial budget of J30,000. If the budget exceeds this they explain external funds would be applied for from the UTC's Sponsors or local arts organisations like the Arts Council East. The Public Art Officer supports the principle of integrating an artwork within the fabric of the building, however she considers that the Public Art Delivery Plan does not comply with the Public Art SPD because the budget is lower than 1% Capital Construction costs.

8.20 Officers are expecting a revised Public Art Delivery Plan which seeks to address the issues raised, which will be reported on the amendment or orally at the committee.

8.21 Notwithstanding the above, I recommend that if planning permission is to be granted, condition 18 is attached to provide an acceptable provision of Public Art in order to comply with the Public Art Supplementary Planning Document to comply with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and 9/8 and Cambridge Local Plan (2006) policies 3/7 and 10/1 and the Public Art SPD 2010.

Renewable energy and sustainability

8.22 Policy 8/16 of the Local Plan requires major developments provide at least 10% of the development's total predicted energy requirements on-site, from renewable energy sources. This application proposes a mix of photovoltaic panels and combined heat and power. The Council's Sustainability Officer

anticipates that the sustainable technologies proposed are likely to exceed the policy requirement of a provision of 10% on-site renewable energy. Final details of the carbon saving and the design and maintenance of the renewable technologies can be ensured through the imposition of planning condition 17.

8.23 The infiltration as a method of surface water disposal is generally supported by the Council's drainage officer. They request a condition be included in relation to surface water drainage if the application is granted planning permission (condition 20). This condition is considered reasonable.

8.24 In my opinion the applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with Cambridge Local Plan (2006) policy 8/16 and the Sustainable Design and Construction SPD 2007.

Disabled access

8.25 The Council's Access Officer and disability panel have made various suggestions to the internal layout, fixtures and fittings. These comments have been brought to the applicants attention.

8.26 The Design and Access Statement identifies the inclusion of an 8 person DDA compliant lift which is centrally located and accesses all floors. The doors would meet Part M of the Building Regulations. The drawings indicate a provision of three disabled car parking space close to the main entrance of the building.

8.27 In my opinion the proposal has adequately considered disabled access and is therefore compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12.

Residential Amenity

<u>Impact on amenity of neighbouring occupiers</u>

8.28 To the west the application site is bordered by Long Road Sixth Form College, to the north is trees part of Long Road Sixth Form College and beyond this is Long Road and then Sedley Taylor Road. There are residential properties to the north. To the east is Robinson Way and beyond this is a Day Nursery, Surgery, Addenbrookes hospital and residential properties. To

the south is playing fields part of the Long Road Sixth Form college site and Addenbrookes Hospital.

8.29 The closest residential property is No.45 Long Road which is 15m from the application site boundary. The nearest residential properties to the proposed college are No.37 and No.39 Long Road which are located 110m away. The proposal would not therefore harm the amenity of surrounding properties in relation to outlook, loss of light or visual impact.

8.30 The Environment Agency have identified that the site is identified as being in proximity to the permitted clinical waste incinerator (CWI), however due to the height of the proposed building there is no objection, in principle. The Environment Agency has requested a number of conditions in relation to ground contamination if the application were to be approved. I consider the conditions requested by the Environment Agency to be appropriate for the proposal.

8.31 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2006) policies 3/4 and 3/7.

Refuse Arrangements

8.32 A Site Waste Management Plan was submitted as part of the planning application. It includes details of waste reduction and diversion from landfill targets; estimate of the types and quantities of waste; waste reduction measures have also been put forward.

8.33 The planning application explains how a holding bin store of approximately 2m x 5m is provided, which is located within the car parking area. Waste and recycling would be taken over to the Long Road Sixth Form College bins stores for collection as often as necessary. I recommend condition 21 be included if planning permission is granted for more details about how the bins store would appear to ensure it is an acceptable appearance. In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

Highway Safety

8.34 A junction impact assessment was carried out on page 22 of the Transport Assessment for the Robinson Way/Long Road junction. The analysis in the report explains that this junction '*operates well within capacity in both the AM and PM peak with the development scenario in operation on the ground*.'

8.35 The Highway Authority was consulted on the application. They have not objected to the proposal. As the building is for educational use it is exempt from Southern Corridor Area Transport Plan payments.

8.36 I am awaiting further comments from the Strategy and Development Team on the transport assessment and travel plan. I will update member on the amendment sheet or orally at the committee.

8.37 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

Car, Cycle Parking and Public Transport

8.38 A Travel Plan and Transport Assessment were submitted as part of the planning application. The Travel Plan explains that it will be updated after first occupancy of the proposed UTC to include a robust travel pattern survey of staff and students which will inform the preparation of a Full Travel Plan.

Car Parking

8.39 Appendix C of the Local Plan (2006) explains that for non-residential higher and further education schools outside a Controlled Parking Zone there should be a maximum provision of 2 car parking spaces for every 3 staff. Generally, at least 5% of the total number of car parking spaces should be reserved for disabled people. The proposal would employ 70 members of staff and therefore a maximum of 46 car parking spaces should be required. The provision of 3 of these as disabled car parking spaces, meet the standards set out in the Local Plan.

8.40 48 car parking spaces are provided for the proposed college. These are located to the north of the building and are accessible from an existing access road off Robinson Way. A

vehicle barrier would separate the car parking for the proposed College from car parking for Long Road Sixth Form. The proposal relocates 33 existing car parking for the Long Road Sixth Form College.

8.41 The car parking provision exceeds the maximum set out in the Local Plan by 2 car parking spaces. The Local Plan (2006) Car Parking Standards states that '*some developments may have an exceptional need for vehicle parking in addition to that specified in the standards. Where this can be shown to be necessary, either by the applicant or the Planning Authority, such parking should be provided in addition to that stated in the following sections'*. It is noted that there are parking pressures on surrounding streets due to its proximity to Addenbrookes Hospital and Long Road Sixth Form College. I consider the additional two car parking spaces to be acceptable for a development of this nature due to the site location and pressures on nearby roads such as on Sedley Taylor Road.

Cycle Parking

8.42 The cycle parking standards within Appendix D of the Local Plan (2006) explains the minimum requirements. It explains cycle parking should be provided for all students using the site and 1 for every 2 members of staff. The proposal provides 156 cycle parking spaces which is below the standards of 670 for each student and 35 for staff. This equates to a total of 705 cycle spaces.

8.43 Section 5.6 of the Transport Assessment (Supplementary Information) refers to findings of the cycle surveys taken at the Long Road Sixth Form College and Cambridge Regional College sites. The applicant has predicted that the level of cycling for the proposed UTC will be 106 cyclists per day (Staff and students). The Transport Assessment explains that ongoing monitoring and review of cycle usage to determine whether further parking capacity will be carried out as part of the UTC Travel Plan measures. The applicant anticipates it will take 4 years after first occupation to reach full occupation of the site.

8.44 Paragraph 6.28 of the Planning Statement refers to a further 30 potential spaces identified for the increased summer usage and gradual build-up of student intake. These are illustrated on the

drawings submitted and are located to the south of existing cycle spaces.

8.45 There is a shortfall in cycle parking provision in relation to the requirements of the Local Plan (2006). It is however acknowledged that the college will take time to reach full capacity. There is also space within the site to increase cycle parking provision in the future. Further space could potentially be accommodated on land north of the Long Road Sixth Form college tennis courts if required. I therefore recommend condition 6 be attached to have phased cycle parking to ensure there is an appropriate provision for staff and students as the intake of students increases.

Public Transport

8.46 The Transport Assessment (Supplementary Information) identifies bus services that serve Robinson Way and Long Road and Hills Road that students would be able to use. The Cambridgeshire Guided Busway, Route A, serves Addenbrookes Hospital site on Robinson Way which students would be able to use. Long Road Sixth Form College runs a free shuttle bus for students between Cambridge City Centre, Cambridge Rail Station and Long Road Sixth form College. It proposes this be extended to cater for the UTC students and therefore start earlier and run later than at present. Some students would arrive by train. The shuttle bus would provide a link to the UTC.

8.47 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

Third Party Representations

8.48 The issues raised in the representations received have been addressed in the above report and are summarised below:

Issue	Report Section
There is no need for such a facility.	Paragraph 8.3
Concerns regarding insufficient provision of car parking.	Paragraph 8.41 The development provides a slight overprovision of car parking.
Scale and height of the building	Paragraph 8.11
Construction traffic should not use Addenbrookes Road or Robinson Way beyond the immediate site.	A traffic management plan can be agreed through the imposition of a suitable planning condition.
Public Art Delivery Plan inadequate.	Agreed. Further details to be submitted. Please see paragraph 8.20.
The development should contribute S106 payments to update Long Road cycle path.	Development of this size does not trigger infrastructure improvements outside of the site in accordance with the Council's Planning Obligation Strategy. Such a requirement would not be reasonable and would fail the tests set out in Circular 11/95.
Tree belt needs protecting	Agreed. Paragraph 8.15.
Inadequate Consultation	Consultation was proportionate to the size of the development, in accordance with the Council's Statement of Community Involvement.

9.0 CONCLUSION

9.1 The proposed new building will not result in a significant loss of green protected open space. The construction on an area of hardstanding designated as protected open space is mitigated by the provision of a MUGA, which will be publically accessible.

The building will not significantly detract from the amenities of neighbours by reason of drop off and pick up, or overspill car parking. APPROVAL is recommended.

10.0 RECOMMENDATION

APPROVE subject to the following conditions and reasons for approval:

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

   Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

2. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

   Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/14)

3. Except with the prior written agreement of the local planning authority no construction work or demolition shall be carried out or plant operated other than between the following hours: 0800 hours to 1800 hours 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 the adjoining properties. (Cambridge Local Plan 2006 policy 4/13)

4. Except with the prior written agreement of the local planning authority, there should be no collection or deliveries to the site during the demolition and construction stages outside the hours of 0700 hrs and 1900 hrs on Monday - Saturday and there should be no collections or deliveries on Sundays or Bank and public holidays.

Reason: Due to the proximity of residential properties to this premises and that extensive refurbishment will be required, the above conditions are recommended to protect the amenity of these residential properties throughout the redevelopment in accordance with policies 4/13 and 6/10 of the Cambridge Local Plan (2006)

5. Before the development hereby permitted is commenced details of the following matters shall be submitted to and approved by the local planning authority in writing.

l) contractors access arrangements for vehicles, plant and personnel,

ii) contractors site storage area/compound,

iii) the means of moving, storing and stacking all building materials, plant and equipment around and adjacent to the site,

iv) the arrangements for parking of contractors vehicles and contractors personnel vehicles.

Thereafter the development shall be undertaken in accordance with the approved details.

Reason: To protect the amenity of the adjoining properties during the construction period. (Cambridge Local Plan 2006 policy 4/13)

6. No development shall commence until details of facilities for the phased construction of covered, secured parking of bicycles for use in connection with the development hereby permitted shall be submitted to and approved by the local planning authority in writing. The approved facilities shall be provided in accordance with the approved details before use of the development commences.

Reason: To ensure appropriate provision for the secure storage of bicycles. (Cambridge Local Plan 2006 policy 8/6)

7. No development shall take place within the site until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority.

   Reason: To ensure that an appropriate archaeological investigation of the site has been implemented before development commences. (Cambridge Local Plan 2006 policy 4/9)

8. No development approved by this permission shall be commenced prior to a contaminated land assessment and associated remedial strategy, together with a timetable of works, being submitted to the LPA for approval.

   (a) The contaminated land assessment shall include a desk study to be submitted to the LPA for approval. The desk study shall detail the history of the site uses and propose a site investigation strategy based on the relevant information discovered by the desk study. The strategy shall be approved by the LPA prior to investigations commencing on site.
   (b) The site investigation, including relevant soil, soil gas, surface and groundwater sampling, shall be carried out by a suitable qualified and accredited consultant/contractor in accordance with a quality assured sampling and analysis methodology.
   (c) A site investigation report detailing all investigative works and sampling on site, together with the results of the analysis, risk assessment to any receptors and a proposed remediation strategy shall be submitted to the LPA. The LPA shall approve such remedial works as required prior to any remediation commencing on site. The works shall be of such a nature as to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters.
   (d) Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance.

(e) If, during the works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the LPA.
(f) Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved by the LPA. The closure report shall include details of the proposed remediation works and quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from site.

Reason: In the interests of the amenities of future occupiers, Cambridge Local Plan policy 4/13.

9. In the event of the foundations for the proposed development requiring piling, prior to the development taking place the applicant shall provide the local authority with a report / method statement for approval detailing the type of piling and mitigation measures to be taken to protect local residents noise and or vibration. Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted in accordance with the provisions of BS 5228-1:2009 Code of Practice for noise and vibration control on construction and open sites. Development shall be carried out in accordance with the approved details. Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

Reason: In the interest of the amenities of neighbouring residential properties, Cambridge Local Plan 2006 policy 4/13.

10. No development shall commence until a programme of measures to minimise the spread of airborne dust from the site during the demolition / construction period has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

Reason: In the interest of the amenities of neighbouring residential properties, Cambridge Local Plan 2006 policy 4/13.

11. Before the development/use hereby permitted is commenced, a scheme for the insulation of the building(s) and/or plant in order to minimise the level of noise emanating from the said building(s) and/or plant shall be submitted to and approved in writing by the local planning authority and the scheme as approved shall be fully implemented before the use hereby permitted is commenced.

    Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2006 policy 4/13)

12. Details of the specification and position of fencing, or any other measures to be taken for the protection of any trees from damage during the course of development, shall be submitted to the local planning authority for its written approval, and implemented in accordance with that approval before any equipment, machinery or materials are brought onto the site for the purpose of development (including demolition). The agreed means of protection shall be retained on site until all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with this condition, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local planning authority.

    Reason: To protect the visual amenity of the area and to ensure the retention of the trees on the site. (Cambridge Local Plan 2006 policies 3/4, 3/11, 3/12 and 4/4)

13. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (eg drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

    Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

14. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small privately owned, domestic gardens, shall be submitted to and approved by the local planning authority in writing prior to occupation of the development or any phase of the development whichever is the sooner, for its permitted use. The landscape plan shall be carried out as approved.

    Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

15. If within a period of five years from the date of the planting of any tree or shrub, that tree or shrub, or any tree or shrub planted as a replacement for it, is removed, uprooted, destroyed or dies or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place, unless the local planning authority gives written consent to any variation.

    Reason: To ensure the provision of amenity afforded by the proper maintenance of existing and/or new landscape features. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/11)

16. No works or development shall take place until full details of all proposed tree planting, and the proposed times of planting, have been submitted to and approved in writing by the local planning authority, and all tree planting shall be carried out in accordance with those details and at those times.

    Reason: To ensure the satisfactory implementation of tree planting in the interests of visual amenity. (Cambridge Local Plan 2006 policies 3/4, 3/11, 3/12 and 4/4)

17. Prior to the commencement of development a maintenance programme and full details of carbon calculations shall be submitted to and approved by the Local Planning Authority for the renewable energy technologies hereby approved. The renewable technologies shall be associated with a written schedule of maintenance which shall be submitted prior to installation. The approved technologies shall be fully installed and operational in accordance with the approved maintenance programme.

    Reason: In the interests of reducing carbon dioxide emissions, Cambridge Local Plan 2006 policy 8/16.

18. Prior to the commencement of the development hereby approved full details of a scheme of public art shall be submitted to and approved in writing by the Local Planning Authority. The submitted scheme will need to meet the Council's requirement for public art as set out in the Planning Obligation Strategy 2010 and the associated public art plan for Cambridge. The approved scheme for public art shall be carried out in accordance with the approved details not later than 3 months after the first occupation of the building or within a timeframe set out and agreed within the submitted scheme.

    Reason: In the interest of creating successful, high quality, attractive environments, Cambridge Local Plan 2006 policy 3/7.

19. Use of the all weather pitch hereby approved shall not commence until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority. The development shall not be used at any time other than in compliance with the approved agreement.

    Reason: To secure community access to the sports facilities in accordance with Cambridge Local Plan policy 5/12.

20. No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved by the Local Planning Authority. The drainage strategy should demonstrate the surface water run off generated up to and including the 100 year (climate change) critical storm will not exceed the runoff from the undeveloped site following the corresponding rainfall event. The scheme shall be implemented in accordance with the approved details.

    Reason: To ensure satisfactory drainage, Cambridge Local Plan policy 4/16.

21. Prior to occupation of the building full details of the bin store shall be submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In order that adequate refuse provision is provided, Cambridge Local Plan 2006 policy 3/12.

INFORMATIVE: New development can sometimes cause inconvenience, disturbance and disruption to local residents, businesses and passers by. As a result the City Council runs a Considerate Contractor Scheme aimed at promoting high standards of care during construction. The City Council encourages the developer of the site, through its building contractor, to join the scheme and agree to comply with the model Code of Good Practice, in the interests of good neighbourliness. Information about the scheme can be obtained from The Considerate Contractor Project Officer in the Planning Department (Tel: 01223 457121).

Informative : I recommend you take on board the comments raised by Mark Taylor (Access Officer) in his email dated 6th June 2013 in relation to disabled access.

Reasons for Approval

1. This development has been approved, conditionally, because subject to those requirements it is considered to conform to the Development Plan as a whole, particularly the following policies:

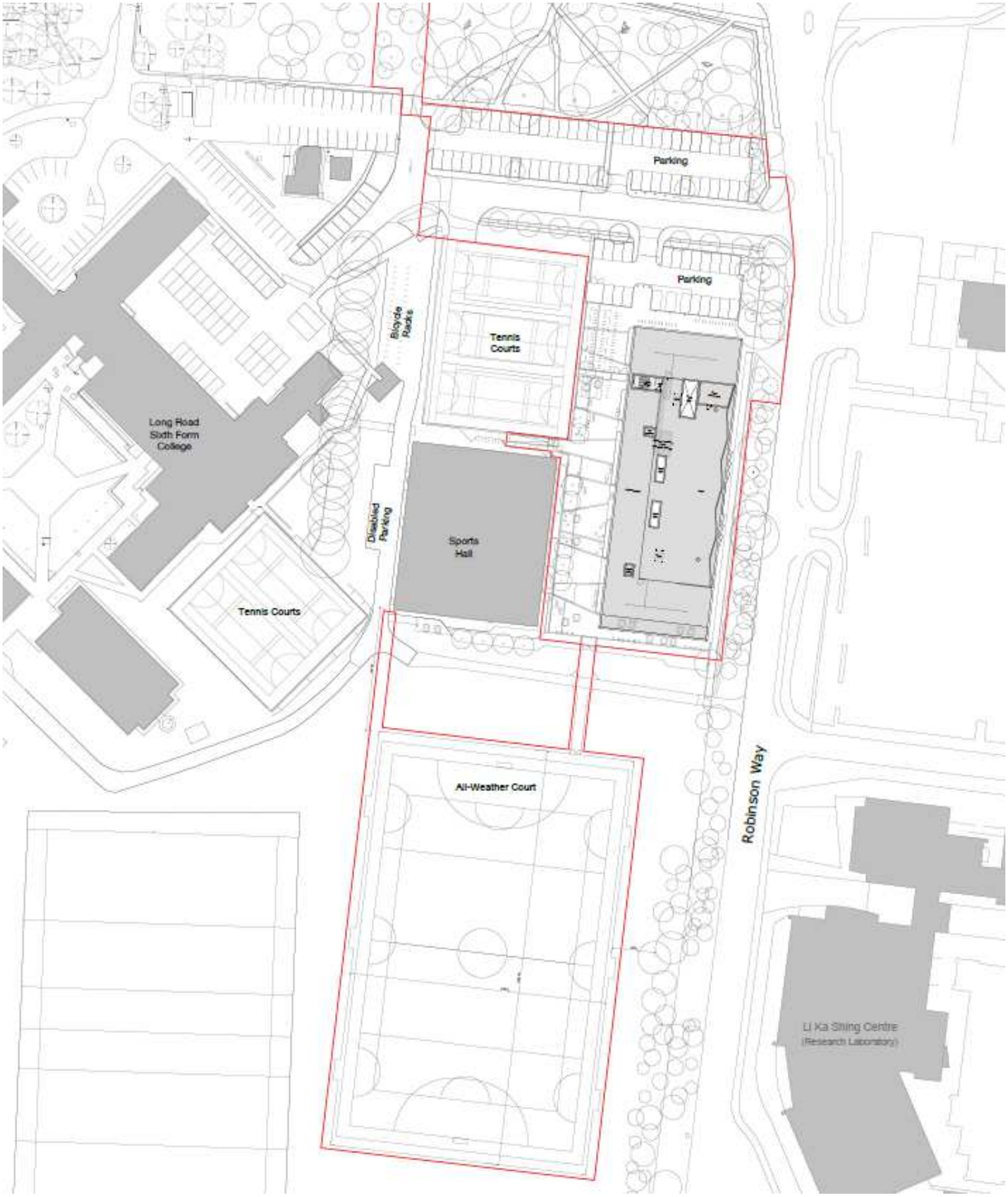
Cambridge Local Plan (2006):

2. The decision has been made having had regard to all other material planning considerations, none of which was considered to have been of such significance as to justify doing other than grant planning permission.

3. In reaching this decision the local planning authority has acted on guidance provided by the National Planning Policy Framework, specifically paragraphs 186 and 187. The local planning authority has worked proactively with the applicant to bring forward a high quality development that will improve the economic, social and environmental conditions of the area.

These reasons for approval can be a summary of the reasons for grant of planning permission only. For further details on the decision please see the officer report online at www.cambridge.gov.uk/planningpublicaccess or visit our Customer Service Centre, Mandela House, 4 Regent Street, Cambridge, CB2 1BY between Mon 8am - 5:15pm, Tues, Thurs & Fri 9am - 5:15pm, Weds 9am - 6pm.

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Parking
Parking
Bicycle Racks
Tennis Courts
Long Road Sixth Form College
Disabled Parking
Sports Hall
Tennis Courts
All-Weather Court
Robinson Way
LI Ka Shing Centre
(Research Laboratory)

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Long Road
Robinson Way
SOFTWORKS
HARDWORKS
FURNITURE AND STRUCTURES
FENCING
LIGHTING
LTC CAMBRIDGE
Landscape Layout

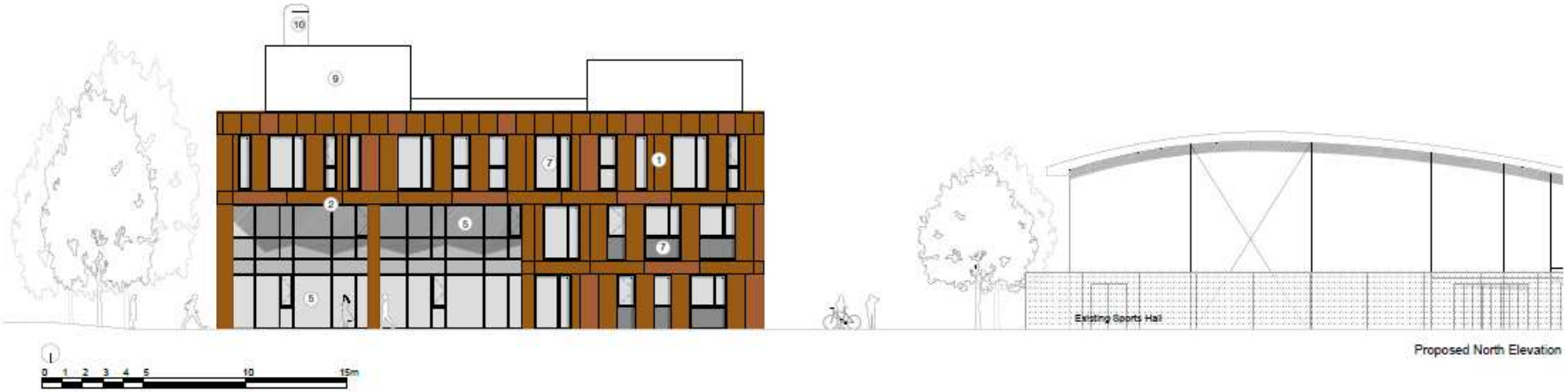
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Proposed South Elevation

Key:

1. Cor-Ten (or equivalent) hook on cassette rainscreen cladding system
2. PPC coated aluminium cassette cladding to soffit and cowl interior
3. Composite cladding system
4. PPC coated curtain wall with opening vents
5. PPC coated curtain wall in zig zag configuration
6. PPC coated curtain wall in sawtooth configuration
7. PPC coated window (incorporating spandrel panels)
8. PPC coated metal door
9. Perforated metallic coloured PPC coated plant screen
10. PPC coated metal cladding to fume cupboard extracts
11. Kitchen servery hatch



Proposed North Elevation

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No implied license exists. This drawing should not be used to calculate areas for the purposes of valuation. Do not scale this drawing. All dimensions to be checked on site by the contractor and such dimensions to be their responsibility. All work must comply with relevant British Standards and Building Regulations requirements. Drawing errors and omissions to be reported to the architect.

Scale	1:100 (1:200)
Date	April 2013
Drawn by	PZ
Checked by	RB
Job Number	HB1432
Status	PLANNING
Project	UTC Cambridge
Drawing	Proposed North and South Elevations

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Drawing No. & Revision: 1432_DWG_PL_401 P1

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PLANNING COMMITTEE **03rd July 2013**

Application Number	12/1608/FUL	**Agenda Item**	
Date Received	4th February 2013	**Officer**	Mrs Sarah Dyer
Target Date	6th May 2013		
Ward	Trumpington		
Site	Station Area Redevelopment Land To The North Of Station Road And To The West Of The Railway Line Station Road Cambridge Cambridgeshire		
Proposal	Demolition of existing buildings (City Roomz Hotel and former railway offices) and construction of a new office building comprising:14,326 sq.m office floorspace (Class B1a) and 1,205 sq.m of retail/cafe and restaurant floor space (Class A1/A3/A4/A5), including ancillary accommodation / facilities with a single level basement (4,020 sq.m) to accommodate 92 car parking spaces, associated plant and 568 cycle parking spaces; roof level plant and hard and soft landscaping, including the final phase of the Station Road Open Space.		
Applicant	Brookgate CB1 Ltd		

SUMMARY	The development accords with the Development Plan for the following reasons: The proposed building is of a scale, massing and design which are appropriate to its setting within an Area of Major Change and of a sufficiently high quality to justify the removal of a Building of Local Interest. The Outline consent for the Station Area development is a very significant material consideration and the development accords with that consent in all regards with the exception of the use of the building. The development will facilitate public benefits in terms of the Station Square and Cycle Park. The application includes mitigation

	measures to ensure that all of the impacts of the development are dealt with both independently and as part of the wider Masterplan
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site forms part of a larger area, which is the subject of the CB1 Station Area Redevelopment proposals for which outline planning permission was granted in April 2010. The site lies to the west of the Station building and the railway line, east of the former Red House site and north of Station Road. It is surrounded on three sites by other development plots within the CB1 Masterplan and on the fourth side by the proposed new Station Square. The site currently accommodates substantial parts of the Cityroomz Hotel building and the railway offices and Art Workshop. The remainder of the application site accommodates part of the Station car and cycle park.

1.2 The site is within the Station Area Redevelopment Framework Boundary and within the Central Conservation Area No.1. The Station buildings are grade II listed and Cityroomz Hotel is a Building of Local Interest (BLI). There are several trees on the site including trees on the Station Road frontage, which are subject to protection by virtue of their location in the Conservation Area. The site falls within the controlled parking zone.

2.0 THE PROPOSAL

2.1 Full planning permission is sought for demolition of the existing buildings on the site and the construction of a building to accommodate office use and retail space. This new building will form the western side of the new Station Square. The application differs from most of the previous applications that have been brought forward within the CB1 Station Area site because it is not an application for reserved matters. In this case a reserved matters application could not be submitted because the use of the building does not conform to the approved Parameter Plans. Separate applications for Conservation Area Consent for the demolition of the Cityroomz

Hotel building, the railway offices and Art Workshop and listed building consent for the demolition of the northern wing of the Station and the canopy over the railway platform have also been made. Reports to address these applications appear elsewhere on the Agenda.

2.2 Although the application is not constrained by the Outline permission, the approved Parameter Plans which represent the approved Masterplan are a significant material consideration in the assessment of the application. I will make reference to the Masterplan throughout my Assessment as the applicants have done in the supporting material for the application.

2.3 The building will accommodate 14,326 sq.m of office floor space on part of the ground floor and the upper floors with retail units wrapping around the east and north sides of the ground floor only. A basement parking area will accommodate 92 car parking spaces, associated plant and 568 cycle parking spaces. The building is rectilinear in shape and suitable for either a single occupier or multiple occupiers. The application also includes landscaping proposals for part of the Station Square and the Station Road Open Space. Further details of the proposals are set out in my Assessment

2.4 The application is accompanied by the following supporting information:

1. Design and Access Statement by Pringle Brandon Drew Architects
2. Heritage Statement by Beacon Planning
3. Planning Statement by Savills
4. Acoustic Report by Hilson Moran
5. Air Quality Report by Hilson Moran
6. Archaeological Statement by Cambridge Archaeological Unit
7. BREEAM Pre-assessment report by Hilson Moran
8. Car Park Ventilation Strategy by Hilson Moran
9. Daylight Report by Mott Macdonald
10. Draft s106 Agreement by Mills and Reeve
11. Ecology Report by RPS
12. Energy and Sustainability Statement by Hilson Moran
13. Estate Management Strategy by Bidwells
14. Surface/foul water strategy by Mott Macdonald
15. Ground Contamination report by Mott Macdonald

16. Landscape Proposals by Robert Myers
17. Landscape Management Plan by Robert Myers
18. Transport Assessment (inc. Travel Plan) by Mott Macdonald
19. Waste Management Strategy by Mott Macdonald

2.5 The application has been amended in the following ways:

- Response to comments by Walking and Cycling Officer
- Response to comments from County Highways
- Response to Environmental Services on waste storage
- Response to Nature Conservation Officer on bat surveys
- Amendments to tree species
- Revised BREEAM assessment
- Additional trip generation information in response to comments made by County Highways
- Further information regarding the omission of the polyclinic from the CB1 development proposal
- Revised BREEAM assessment
- Additional trip generation information in response to comments made by County Highways
- Further information regarding the omission of the polyclinic from the CB1 development proposals
- Revised Landscape plan in response to comments from Landscape Officer.

3.0 SITE HISTORY

Reference	Description	Outcome
08/0266/OUT	CB1 Station Area Redevelopment	A/C
12/1600/CAC	Demolition of 'CityRoomz' building (former Sleeperz Hotel), and former railway offices to north	Pending consideration
12/1612/LBC	Demolition of northern wing of the Station and the canopy over the railway platform	Pending consideration
12/1608/FUL	(Adjacent site) Block B1 of CB1 Station Area	Pending consideration

	Redevelopment – hotel/cycle park/retail	
13/0211/CL2PD	Certificate of Lawfulness under section 192 for the Station car park	Pending consideration

4.0 **PUBLICITY**

4.1 Advertisement: Yes
Adjoining Owners: Yes
Site Notice Displayed: Yes

5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridgeshire and Peterborough Structure Plan 2003 policies, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridgeshire and Peterborough Structure Plan 2003	P6/1 P9/8 P9/9
Cambridge Local Plan 2006	3/1 3/4 3/6 3/7 3/11 3/12 3/13 3/15 4/4 4/11 4/12 4/13 4/14 4/15 6/10 7/2 8/2 8/3 8/4 8/5 8/6 8/9 8/10 8/11 8/13 8/16 8/18 9/1 9/9 10/1

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

Central Government Guidance	National Planning Policy Framework March 2012 Circular 11/95 Community Infrastructure Levy Regulations 2010
Supplementary Planning Documents	Sustainable Design and Construction Waste Management Design Guide Planning Obligation Strategy Public Art
Material Considerations	<u>Central Government</u>: Letter from Secretary of State for Communities and Local Government (27 May 2010) Written Ministerial Statement: Planning for Growth (23 March 2011)
	<u>Citywide</u>: Biodiversity Checklist Cambridge City Nature Conservation Strategy Cambridge and South Cambridgeshire Strategic Flood Risk Assessment Strategic Flood Risk Assessment (2005) Cambridge and Milton Surface Water Management Plan Cambridgeshire Quality Charter for Growth Cambridge City Council - Guidance for the application of Policy 3/13 (Tall Buildings and the Skyline) of the Cambridge Local Plan

	(2006) (2012) Cambridge Walking and Cycling Strategy Cambridgeshire Design Guide For Streets and Public Realm Air Quality in Cambridge – Developers Guide Cambridge Shopfront Design Guide Cambridge Cluster at 50 The Cambridge economy: retrospect and prospect Final report to EEDA and partners March 2011
	<u>Area Guidelines</u>: Southern Corridor Area Transport Plan Buildings of Local Interest Station Area Development Framework/Station Area Conservation Appraisal New Town and Glisson Road Area Conservation Appraisal

6.0 CONSULTATIONS

Cambridgeshire County Council (Engineering and New Communities)

Application as submitted

6.1 Comments awaited from New Communities team and Traffic Signals section.

Comments on engineering aspects:

Outward opening doors on the façade facing the Station present a danger and should be amended.

The cycle parking is reached by stairs, or if accessed down the ramp requires passage through the whole car park, exposing cyclists to maximum risk of conflict with other vehicles.

Details of the width of the ramp, aisle widths and car parking space dimensions should be shown on the plans. Dimensions at the narrowest points between buildings and kerbs, rather than at wider points are required so that minimum pedestrian/cycle widths can be assessed.

The northernmost car parking space is obstructed by a pillar.

The developer will need to satisfy, at their own expense, the requirements of the Highway Authority in demonstrating that the basement structure is able to support the adjacent highway.

In view of the proposed change in the regulations governing change of use an informative should be added in relation to qualification for Residents' Permits within the existing Residents' Parking Schemes operating on nearby streets.

Conditions/informatives are recommended to address the need for a traffic management plan and works to the public highway.

Response to additional information

Further information is to be submitted in relation to the access ramp to the car park and car parking spaces. The Highway Engineer will be asked to comment on these details and his comments will be provided on the Amendment Sheet or orally at the Committee meeting.

6.2 Cambridgeshire County Council (New Communities) (comments for Blocks B1 and A1/A2)

Trip generation information comparing trip generation that was agreed as part of the outline permission for the original land uses should be provided along with a comparison with the new proposed land uses.

An overall summary table is needed comparing the total trip generation of the previous uses for both sites together in total compared with the new proposed uses for both sites together.

Comparison tables showing AM and PM peaks and daily 24 hour trip information broken down by mode are needed.

SCAPT and CGB contributions – the transport assessments do not include any information on the proposed s106 contributions and what SCAPT and CGB contributions are proposed as a result of this change in land use.

Response to additional information

Information has been submitted by the applicants and a response is awaited from the County Transport team. This will be provided on the Amendment Sheet or orally at the Committee meeting.

Head of Environmental Services

6.3 *Application as submitted*

Combined comments for full planning application and conservation area consent.

Construction/demolition

During construction and demolition, noise, vibration and dust has the potential to harm the locality amenity if not controlled. A Demolition and Construction Environmental Management Plan (DCEMP) should be secured by condition.

Acoustic Report - Traffic Noise

BS compliant noise levels can be achieved with sealed double glazing and mechanical ventilation. A full ventilation and glazing scheme will be required and a noise insulation scheme condition is recommended.

Acoustic Report - Plant Noise

Further information is needed about the predicted noise at the site boundary. Details of plant are not known at this time and a plant noise condition is recommended.

High level standby generator

Noise from the generator will need to be controlled as to not adversely affect the amenity. The emergency generator condition and informative is recommended.

Retail, cafe, restaurant uses

The standard odour condition is recommended.

A condition to restrict opening hours/deliveries to 07:00-23:00 is recommended.

Contaminated Land

The scope of works submitted is acceptable but a full contaminated land condition is recommended.

Air Quality

The Air Quality Assessment does not use up to date information but given level of car parking provision there are no objections.

Waste Strategy

Advisory comments only relating to width of doors, protection strips and door holders, controlled entry, dropped kerbs and use of bin compactors.

Licensing and Food and Occupational Safety

Informatives are requested.

Urban Design and Conservation Team

6.4 *Application as submitted*

Comments on the Planning Application

Overall conclusion:

Overall the proposals are supported in design and conservation terms subject to the amendments to the plans and clarification of the screening, car park entrance and ground floor/threshold/car park venting on the west elevation.

Existing:

The Heritage Statement has a fair outline of the history of the site and the coming of the railway to Cambridge. The land associated with the railway was much more extensive in the mid-C19 onwards [as with most towns] and consisted of much goods & freight area [for grain, coal, etc. shipment] as well as the buildings for the running of the railway – engine sheds, workshops, etc.. The passenger buildings and platform are listed [although a new platform and footbridge have recently been built adjacent], Cityroomz is a BLI and the other buildings lie within the CA.

The buildings proposed for demolition have a vernacular appearance being of Gault-type brick and Welsh slated roofs [albeit now changed] and functional detailing like doors & windows. The buildings have clearly evolved over the years with changes of requirements in running the railway but still have a solid, utilitarian air about them. The offices have quite domestic features like sash windows and barge boards but also a fine metal ridge ventilator. The stores have an unusual feature of heavy armoured metal shutters to the semi-basement windows. These are reputed to stem from the Second World War when the building was a control centre for railways in East Anglia.

Historically this part of the CA was where the semi-industrial part of the city [milling, transport, etc.] met the suburban C19 residential part and the changes over time mean that, because the railway is now mainly passenger traffic to Cambridge, there are few remnants of that older pattern left. The goods sidings, warehousing & workshops, the mill silo and so on are gone and the uses and buildings from the mid-C20 [the office blocks, D I Y supply shed, etc.] surround the historic passenger station.

Proposals:

The proposed scheme accords with the Outline scale parameters and footprint established on Parameter Plan 4. In terms of the delivery of the wider Masterplan the scheme sits within the movement, landscape and block structure established in the Outline.

General comments

The overall approach to the layout and distribution of uses is supported. The fit out of retails space must not compromise the elevations.

Daylight and shadow impact

The conclusions of the Daylight Report on Overshadowing are supported.

Elevations, roofscape, materials and signage

The overall approach to the detailing of the elevations is supported.

The proposed roofscape has been well considered and successfully integrates the proposed plant and other functional needs in an elegant and controlled way.

The large-scale drawings submitted are helpful in understanding the more complex details of fixings and junctions between materials in terms of the depth and layering etc. However, further details are required to establish the proposed design and materials for various elements.

The detailing of the ground and first floors creates an effective placeholder for subsequent signage associated with the retail uses. It will be crucial that the placement and detail of signage is controlled as part of tenant fit out in order to maintain the design integrity and quality of these elevations.

South elevation (to Station Road)

The building line established in the Outline, which is designed (along with I1 opposite) to capture and frame the Station facade, creates a strong diagonal feature to the southwest corner of the elevation to highlight the entrance. Further information showing how the ground floor junction between the stonework on the south and west elevations will be detailed is needed. The stonework should be continued up to the horizontal stone band at the top of the first floor to provide additional massing to the corner.

West elevation (addresses the pocket park)

There are inconsistencies between the submitted plans and elevations and revised plans are needed.

No details have been provided about the screening/walling for the switch room or the bin store and further information is needed about the basement car park entrance.

At pre-application discussions it was discussed how the ground floor would be designed to open onto the proposed park to improve activity along this edge – this has not been translated through to the submitted plans.

Further details of the car park venting are needed including how these will be designed/managed/controlled and what will be seen from both the street and from office space inside?

East elevation (addresses the Station Square)

The east elevation will form a key 'first impression' of Cambridge for visitors exiting the Station. The D&A Statement explains in some detail how the existing west elevation of the Station has been analysed and used to provide a rationale for the ordering and design of the east elevation. The approach is supported in design and conservation terms.

The detailing of the junction between the ground floor and the first floor allows for the creation of a more generously proportioned opening to address the street, frame the retail space and provide a 'placeholder' for associated signage. The stonework configuration creates an effective screen at the first floor and is an example demonstrating the care with which the functional needs of the building have been 'designed in'.

Given the prominence of this elevation opposite the Listed Station, it is vital that the fit out of the retail units is controlled in terms of quality and signage. This includes needing to maintain the transparency of glazing and not allowing 'standard' box fascias and signage to undermine the architectural quality of the building. It would also be useful to understand how combining units will be managed in design terms.

North elevation (addresses the northern access road)

Overall the elevation is supported in design terms. However, details of the screening to the switch room are needed.

Servicing

No details of the servicing area for the retail units have been provided and no details of the refuse store screening and doors have been shown on the submitted drawings. In addition, no details of the materials and quality of the screening for the plant/switch room have been provided.

6.5 Additional comments on the application for Conservation Area Consent

If the buildings [including the BLI] are to be demolished, then the quality and suitability of the proposed replacement building(s) both for the Conservation Area (CA) and the nearby listed building (LB) must be assessed before any scheme can be supported. (see above)

Whilst the 'masterplan' process always assumed demolition of the BLI and other railway buildings, no consent has ever been granted and the changed circumstances since 2008 and changes to the proposals for this area of the larger scheme mean that this CAC application must be assessed against current policies. It also is tied inextricably to the application for the replacement building and the two things must be seen, assessed and balanced together.

The buildings are of modest interest and significance; they are typical of many others connected with railway operation, built of local materials and altered whenever necessary for functional reasons. Such interest as they have is tied to their being the last remnants of the goods & industrial [ie : non-passenger] side of the railway on this site and, for that reason, their loss would be a pity. However, this is not Swindon or York - the town is not a railway town and, for the foreseeable future, will have the listed station as a permanent reminder of the way the town grew in the C19 partly because of the railway. The station itself does not have a particularly appropriate setting [a matter addressed in the masterplan] and the relationship between it and these buildings is rather lost due to the demolition of other, intervening

railway buildings and the loss of sidings, etc. which have been replaced by a rather ramshackle car park. The context has changed.

Whilst the loss of historic buildings is regrettable, this can be partly offset by making good architectural & historic records / surveys to be kept in public archives, salvaging any items of interest for display or reuse and, possibly, marking their passing in plaques, street names or the like. Also the materials of construction can be salvaged for reuse to maintain an appropriate level of sustainability.

The loss of historic buildings in a prominent location in the CA is always a matter for regret and the policies at national & local level are against such a loss except in cases where there is a demonstrable benefit to be derived. In this case, the decision makers who granted outline permission for the 'masterplan' were aware of the presumed demolition and assessed it to be worthwhile. The consent for the whole development was consulted upon at that time. All the discussions about the replacement building were predicated on the design having to be assessed as of suitable quality to meet the policy 'tests'.

6.6 Conclusion:

Overall the proposals are supported in design and conservation terms subject to the amendments to the plans described in these comments and clarification of the screening, car park entrance and ground floor/threshold/car park venting on the west elevation.

6.7 Suggested conditions:

Conditions are recommended to address the following:

1. stonework details
2. sample panel
3. details of colonnade
4. details of roof
5. renewable energy source(s)
6. rooftop plant screening system
7. non-masonry walling systems
8. green roof
9. balustrades and railings

10. glass walling systems
11. brise soleil and external shading devices
12. locations for signage
13. external lighting and signage strategy
14. joinery
15. rainwater disposal systems
16. hard landscaping works

Informatives are suggested relating to transparent glazing and shopfront design.

6.8 *Response to additional information*

Previous comments relating to the junction at the 'point' on the west and north elevations and response from the applicant are noted. The merits of not extending the masonry element up to the soffit of the first floor are not convincing and the corner needs some additional 'mass' given its the prominence on the Station Road frontage. Details of the junction between north and west elevations can be covered under the appropriate masonry condition.

Other concerns related to inconsistencies between the plans and elevations that have now been resolved with the submission of the revised drawings.

The UDC team also requested further details of a number of elements on the west elevation. In summary these were:

- Details of the screening/walling for the switch room or the bin store;
- Information about the basement car park entrance;
- Ground floor openings onto the proposed park to improve activity along this edge (also discussed at D&C Panel on the 10th April 2013); and
- Details of the car park venting.

The screening/walling to the switch room or bin store could be conditioned should the application be approved.

Plans and elevations need to be amended to indicate the provision of opening doors/windows on to the street to the west of the building. Details of the final system can be covered by condition.

No further details have been submitted relating to the car park entrance or the venting of the basement. These details are considered to be fundamental to the overall design and detailing of the building and accordingly cannot be covered by condition. Accordingly details of these two elements are needed

6.9 *Response to additional information*

Further information is to be submitted in relation to the vents to serve the car park, access to the car park and the ground floor west elevation. The UDC will be asked to comment on these details and their comments will be provided on the Amendment Sheet or orally at the Committee meeting.

Senior Sustainability Officer (Design and Construction)

6.10 *Application as submitted*

Many of the elements being implemented are welcomed notably the provision of eco-roofs and use of rainwater/greywater harvesting.

A hierarchical approach to reducing carbon emissions is being proposed, which should result in a 23.4% reduction in carbon emissions compared to a Part L 2010 compliant development (regulated emissions only). This level of carbon reduction is supported.

The applicant is proposing an approach that utilises the benefits of passive solar design and renewable energy technologies. The Sustainable Design and Construction SPD is supportive of the use of passive solar design in contributing towards the 10% renewable energy requirement. Together the passive solar design and renewable energy technologies achieve a 14.9% CO2 reduction based on regulated emissions only, which is to be supported as it exceeds the 10% requirement for regulated loads, and is close to the renewables aspiration set out in the masterplan and outline planning permission.

When total energy loads are taken into account, the percentage carbon reduction that can be attributed to passive solar design and renewables is around 8 to 9%, which while slightly below the 10% requirements of Policy 8/16, is still supported when set

against the wider carbon reduction and sustainability measures being implemented as part of this scheme.

The proposals are targeting the BREEAM excellent standard, with a score of 72.27%. This score is quite close to the minimum threshold for BREEAM excellent and as such it will be very important for all of the possible credits to be achieved.

While the general approach to the BREEAM assessment is supported, there is one area where clarification would be welcomed in relation to WAT01 (water consumption). At present, the BREEAM assessment shows that 2 credits are definite (equating to a 25% improvement) with a further credit identified as being possible (which would equate to a 40% improvement). Given the specification of rainwater/greywater harvesting for landscape irrigation and all WC and urinal flushing, clarification as to whether this would be sufficient to guarantee the achievement of at least 3 credits for this category, if not more, would be welcome.

6.11 *Response to additional information*

The revised Assessment shows a higher predicted score of 75.3% (as opposed to the original score of 72.27%). This new score does now give more comfort that the minimum required score for BREEAM 'Excellent' will still be achieved in this situation. It will still be important for all of the credits identified as "possible" to be achieved in order for BREEAM 'Excellent' to be reached.

Access Officer

6.12 No comments received.

Head of Streets and Open Spaces (Tree Team)

6.13 No comments received.

Head of Streets and Open Spaces (Landscape Team)

6.14 *Application as submitted*

PUBLIC REALM

Clarification of the extent of the landscape works is needed.

Ilex Nellie Stevens is proposed for the frontage of Station Square, which departs from the approved Quercus libani in the Public Realm and Landscape Strategy. Considering the scale and prominence of the building and the wide, open spaces of the Station Square, Ilex Nellie Stevens will become lost against the scale of the built form and look insignificant. In pre-application discussions the Landscape Team encouraged the applicant to reconsider the use of an evergreen tree in favour of a deciduous tree. Ilex Nellie Stevens is not accepted and should be replaced with a suitable medium sized deciduous tree; the landscape team welcomes discussion with the applicant to confirm species.

Tree species proposed in the Public Realm and Landscape Strategy was for Tilia intermedia Pallida (pleached) along the northern access road. The current proposal indicates one Ornamental Pear tree along this boundary. This is acceptable given the north frontage of this building will now be a retail edge and there will not be adequate space to establish more street trees along this frontage.

VISUAL AMENITY SPACE

The Design and Access statement (page 33) shows an amenity space for workers on the roof with images of seating and shade canopies which is supported but details are needed.

ACCESS AND MOVEMENT

With 92 Car park spaces proposed for the basement, in addition to 558 cycle parks, the entrance will be very busy during peak hours. The proposal indicates drop down bollards, which are activated by a fob to drop the bollards. With the large number of cars and bikes moving through this space and all cars requiring the bollards to be lowered, we need to ensure cars will not back up along the Northern Access Road and cause a hazard.

Details of the fob/intercom infrastructure and where these are located is required.

CONCLUSION

The proposed development has the potential to make a very positive contribution to the Station Area with the capitalisation of the opportunities identified above. Subject to the incorporation of the suggested amendments, the proposed development of 1 The Square can be supported on landscape, visual and amenity grounds.

CONDITIONS

Conditions are recommended to secure:

- Fully detailed soft landscape proposals, to include detailed planting plans, written specifications (including plant schedule with size, spacing and densities of proposed plants), and an implementation programme.
- Fully detailed hard landscape proposals to include full construction details and specifications of levels, all hard surfacing materials, furniture, boundary treatments, lighting etc.
- A maintenance plan for the entire site (to include a 5-year replacement-planting regime at least).

Head of Streets and Open Spaces (Public Art Officer)

6.15 The public art commissions comprise of a permanent commission with a budget of £354,000 and linked to this is a temporary project (or series of projects) with a budget of £40,000 supported by a Research and Development budget of £7500. The PADP explains that the permanent commission could be a single significant Work or a contribution to the whole Square and will be informed by the design process and on-going public engagement through the public programme which is set out in further detail in section 5.

I welcome the submission of the Public Art Delivery Plan (PADP) for the Station Square and in the main, it is acceptable and formatted as previous PADP's.

In terms of the permanent Work, no theme is specified and, it is expected that the Works/s should reflect the achievements and aspirations of the City and could make reference to the history of the site, its importance as a travel hub or its social function. I support that the brief is not constrained however this should include the emotional meaning of travelling as a suggestion for the artist to explore, as this offers opportunity's across the square for interventions. The artist brief should be amended to add this to the list of considerations, as well as in the PADP.

The PADP outlines the basic principles for the Public Programme, as all the other PADP's have done and the budget for this phase is £25,000 and the temporary work but more detail will be needed. Clarification is also needed in respect of the Research and Development and temporary works budget and regarding care and maintenance.

Evidence, of what has been delivered on previous phases and which relates to the approved PADP's should be submitted, when a phase is completed. This should include documentation of the Public Programme and what it has achieved and evidence of budgets spent.

Head of Streets and Open Spaces (Walking and Cycling Officer)

6.16 *Application as submitted*

Detail of the gradient of the steps is needed - this should be no more than 25 % (1 in 4), preferably 20% - and height of basement needed.

Additional visitor parking is needed for the retail units, if not those using the shops are likely to park by the columns causing an obstruction.

This visitor parking could be managed with a sign on the racks stating that they are for users of the shops only and not for long stay parking. Cycles which have obviously been left by station users could be ticketed in a similar way as that suggested by the management plan for the proposed visitor parking on Station Road.

6.17 *Response to additional information*

Information has been provided to confirm that the cycle park ramp gradient will be 1:2, which is the same as Microsoft. A gentler gradient should be requested.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

6.18 The drainage strategy submitted with this application is supported. The inclusion of a green roof and permeable paving is also strongly supported

Head of Streets and Open Spaces (Nature Conservation Officer)

6.19 Evidence of potential for presence of bats in the Cityroomz hotel and railway offices is required.

Details are needed of locations for nest boxes.

6.20 *Response to additional information*

The bat survey information is acceptable.

English Heritage

6.21 English Heritage has provided a combined response on all four of the current applications because they consider them to be closely interrelated.

Summary

The applications include demolition of buildings. The need for demolition of these structures was identified in the Masterplan and in granting Outline consent it is assumed that the City Council has taken the view that there is a greater public benefit to be derived from the redevelopment that justifies the loss of the buildings. It is therefore important the new buildings deliver on the vision and are of high quality. EH has some concerns regarding the Cycle Park and Hotel building and recommends modifications.

Demolitions

It is clear from the Heritage Statement that the north wing was built as a separate building and is listed only by virtue of the fact that it is attached to the listed station building. It would not merit listing in its own right and it is uncertain if it would have been identified as a BLI.

In 2008 EH requested that consideration be given to an alternative Masterplan layout to enable retention of the Cityroomz building. This alteration was not made and Outline consent has been granted. EH now acknowledges the potential for enhancement of the Conservation Area through comprehensive redevelopment.

Conditions are recommended to ensure that demolition is prevented until permission has been granted for a replacement building and a contract let.

Replacement Buildings

Block A1/A2

The Design and Access Statement for One The Square (Block A1/A2) shows that the design has evolved following careful analysis of the site context. This building has the potential to provide an appropriate enclosure to the west side of the new square subject to details being secured by condition.

Block B1

The siting and massing of the Cycle Park/Hotel has the potential to read as part of a 'family' with One The Square. However aspects of the design will detract from the Square. In particular the building does not include a double height arcade that is incorporated in One The Square and this should be reconsidered. Also sketches in the Design and Access Statement suggest an ordered masonry elevation incorporating an arcade and ground and first floor, with a range of tall, linked windows to the 2nd, 3rd and 4th floors and a separate set of 'attic' windows to the 5th floor. This has not been followed through on the elevations and needs to be reconsidered.

The Victorian Society

6.22 No comments received.

Natural England

6.23 The application does not fall within the scope of development that NE would routinely comment on. Advice should be sought from the Council's ecologist.

Environment Agency

6.24 Conditions recommended to address groundwater and contaminated land issues, surface water disposal, piling and groundwater, surface water drainage and pollution control. Informatives are requested regarding surface and foul water drainage, pollution control and other legislation.

Anglian Water

6.25 No comments received.

Cambridge Airport (Air Safeguarding)

6.26 No safeguarding issues.

Cambridgeshire Constabulary (Architectural Liaison Officer)

6.27 No particular crime concerns but the following steps should be considered:

1) that access to the underground cycle parking can only be allowed on fob/car access and that the entrance doors are self-closing

2) Cycle entrance and storage area be covered by CCTV viewed either by security office or main reception

3) That the underground car park be secured out of hours.

This cycle park will become a serious crime generator and must be sufficiently lit and covered by CCTV to address this.

Cambridgeshire County Council (Archaeology)

6.28 No comments received.

Design and Conservation Panel (Meeting of 10 July 2012) (Pre-application)

6.29

- Frieze level. The Panel saw this as an appropriate reference to the Station building.
- Proposed frontages. The Panel welcome the level of activity or engagement at street level, on both the Station Square and Station Road frontages.
- Cycle route. Some reservations were expressed as to the current arrangements. It was felt that cyclists would likely cut across to the Station in front of A1/A2 therefore jeopardising the quality of the active frontages instead of taking the route west of A2 from the Southern Access Road.
- A1. The subtle line of sight through to the Station building was seen as particularly successful.
- Servicing. Although the frequency of deliveries is so far undetermined, the Panel felt that in accordance with the principles of shared space, a servicing area on the north elevation would be far more successful than on the western elevation. The proposed lay-by could be used for this.
- Taxi drop-off area. The Panel questioned the positioning of the drop-off area as it was felt the traffic circulation would undermine the valuable open space.
- Palette of materials. Reconstituted stone above could be mixed with genuine stone at lower levels. Further detail would be welcomed.
- Colonnade/ canopy (above frieze level onto Station Square, western frontage). The Panel noted the preference for a deep floor plate to the ground floor commercial units with a minimum recess with a canopy to provide for spill-out opportunities onto the pavement. The Panel were left unconvinced that the principles of the colonnade as set out in the 2008 Design & Access Statement were being adhered to. The Panel emphasised the architectural importance of a colonnade to set an enclosure line back within block A1/A2 (and B1) and to establish a scale that relates to the listed Station building. The Panel welcome the addition of solar shading (canopy) on the entrance façade (Station Road frontage).

- SW corner. This is a prominent corner with plenty of scope for animation. The Panel would encourage exploration into the integration of Public Art in this area.

Conclusion

It was the Panel's view that Blocks A1/A2 would benefit from further consideration of the incorporation of a colonnade and in demonstrating how the external spaces can provide important animation.

VERDICT – AMBER (unanimous)

Design and Conservation Panel (Meeting of 10 April 2013)

6.30 The presentation by John Drew and Yorgos Kapourniotis addressed the principal design issues raised at the Sub-Panel meeting in June 2012 and how these have been resolved. The issues concerned:-

- The colonnade recess – set back 3m at ground and first floor level as suggested by the Panel.
- Access and servicing – to be accommodated off the westerly rear service corridor.
- Retail signage – to be enclosed within the 'glass box' of each retail unit to provide a level of control (together with 'banners' fitted to the columns along the station square elevation).
- Material. A mixture of natural and reconstituted stone is proposed for the facades (natural stone at street level). The glazed shop fronts will have aluminium framing.

The Panel's comments are as follows:

- **Colonnade** The Panel welcomed the assertiveness and depth of setback of the colonnade which was judged to relate well to the Station building. In abandoning the idea of incorporating canopies on the elevation facing the Station (a decision endorsed by the Panel), the Panel discussed how the pedestrian spaces would be defined. Concerns regarding the likely conflict between pedestrians and cyclists remain. The Panel look forward to reviewing how the public realm fronting One The Square succeeds in contributing to the creation of a unified and well managed space.

- **Access and servicing**. At the previous presentation of the scheme the Panel expressed the view that the northern elevation appeared to be an appropriate location for servicing. However, the Panel were reminded that the Western Access Road was designed to be a service road under the masterplan and would free up the northern facade for a 'live' retail frontage, help prevent delays on the Northern Access Road as well as serve the proposed hotel fronting Station Road. Whilst accepting the rationale for the siting of the servicing area on the west the Panel were not convinced by the assertion that there would be no implications on the public realm. Concerns were expressed about the potential impact of the assortment and volume of traffic movements on the quality and use made of the Northern Park. The Panel note that: there will be restricted hours for servicing, that the vehicles concerned are likely to be smaller delivery vehicles as opposed to articulated lorries and that the shared surface materials and construction will be appropriately robust.
- **Signage** Glass box' shop fronts. The Panel supported the proposals for the combination of banners and signage. The Panel made a strong plea for the quality of the proposed Station Square facade/elevation to be assured through property management so as to ensure that any physical changes over time made by different occupiers of the ground floor units would not undermine the building's aesthetic integrity and have a negative impact on the public realm.
- **Materials and louvers** It was acknowledged that one of the keys to the successful realisation of the quality of the proposals was the combination of the natural stone with the reconstituted material. In noting that further study into the various textures and colours is being undertaken the Panel suggested using natural stone in the public realm would contribute to the overall sense of quality. Reserving the reconstituted stone for the upper floors would create the illusion that natural stone has been applied throughout.
- **Louvers**. The Panel commented favourably on the slender dimensions of the louvers and the wrap around corner detail on the southern elevation of the building. A note of caution was expressed regarding the vulnerability of these horizontal elements to damage from pigeon excrement and would therefore require regular maintenance (this would

include the glass 'shelf' at the top of the individual shop fronts within the colonnade)..

Conclusion

Overall, the Panel were supportive of the scheme for One The Square, which if realised as proposed, and is well maintained and managed would deliver a dignified and sophisticated building befitting a key entrance to the City. The Panel look forward to being assured that the quality and functionality of the Northern Park will not be compromised by the way in which the service area is allowed to operate and that the Western Access Road proves to be a successful controlled shared surface.

VERDICT – GREEN (unanimous)

The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

7.0 REPRESENTATIONS (including representations received on all four related applications)

7.1 The owners/occupiers of the following addresses have made representations:

3 Ascham Road
72 Devonshire Mews

7.2 The representations can be summarised as follows:

Concerns and objections

Loss of Existing Buildings

Existing buildings such as the northern wing of the station should be retained and incorporated into the development in common with St Pancras and Kings Cross.

New Building

It is considered that the design is a fine example of external treatment, which lives up to the objectives of the earlier design

code and that it promises a frontage worthy of its location opposite the station.

7.3 Cambridge City Licensed Taxis Ltd has made representations on both this site and the Hotel/Cycle Park as follows:

Introduction – CCLT represent over 200 licensed taxi drivers within Cambridge. CCLT objects to the impact of cycles and other traffic on taxis using the Northern Access Road (NAR) and the Station Square. CCLT will be submitting detailed representations in relation to the application for Station Square.

The Development – reference is made to the application details and to the application for the surface car park for 459 spaces which is understood to be permitted development.

Development Plan and other policies – reference is made to Local Plan policy 9/9, Transport 2010 – The Ten Year Plan', the Cambridgeshire Local Transport Plan (2006-2011) and the Station Area Development Framework. CCLT consider that these documents emphasise the importance of improving taxi facilities at the Station, enhancing the ability of taxis to provide a public transport service and providing facilities for disabled people. The proposals fail to meet these policy objectives and it would be unlawful for the City Council to approve them.

Transport Implications of the development – congestion at the Tenison Road/NAR junction will cause significant numbers of taxis and other vehicles to queue on the NAR which will adversely affect the occupiers of flats fronting this road. Delays will also lead to increased taxi fares and there will be an impact on the ability of taxis to service the rank. This situation can be resolved by allowing taxi access off Station Road via the bus gate.

Station Square – there will be greater potential for conflicts between taxis, pedestrians, cyclists and other road users in the Square.

Conclusion – consent should only be granted for the hotel, cycle store and car park if the Council is satisfied that the Square layout will allow taxis to enter, circulate and exit safely and efficiently.

7.4 David Campbell Bannerman MEP has made objections which relate to the Block A1/A2 and the loss of City Roomz as follows:

The CityRoomz hotel is set in an old railway warehouse which is an attractive and important historic building which could be easily conserved and reused within the overall CBI plan, and which is only threatened by road access proposals - proposals which are more flexible than the site being used for major development.

This proposed demolition and new development is within the large Cambridge No. 1 Conservation area and the loss of this building would pose considerable harm to the conservation area. It would be a sad loss both for our community and for our city if this building were not retained as it is a characterful, interesting building, and is important to the context of the listed station buildings opposite.

The building is a Building of Local Interest and referred to in the New Town and Glisson Road Conservation Area Appraisal. The current building also has "Communal Value" due to the large number of people who park or ride their bikes past it each day. There will also be those who have stayed in the building itself who will not wish to see it demolished.

The developers report very much plays down the real significance of this building. This building could be used as part of proposed retail unit development - it would be a characterful restaurant, coffee house or shop, or as bike storage / bike hire to replace the existing premises.

The main drive behind destroying this historic building is to simply give more road access for the developers of yet another unremarkable 6 story glass and metal building, near to this site.

The CityRoomz building has played an important part in the history of Cambridge. With it Robert Sayle was able to grow his business which would later go on to be the John Lewis Partnership. Rather than be demolished, this building should be kept as a tribute to the man and the growth he brought to Cambridge.

The application should be refused.

7.5 Glisson Road and Tenison Road Residents Association objects on the following grounds:

1. The deviation from the master plan considered in 2008 is not acceptable. The proposed changes when taken into consideration with the other office permissions listed below mean that there are fundamental changes to the original scheme

We have examined the various granted / current permissions and pending appeals for Cb1

The original outline for the scheme was 53,294 sq m of Class B1a (Office) 08/0266

Since then the office permissions have been

10/0797 Block E1 (Microsoft) 9808 sq m built

12/0502 Block I2 (50 Station Road) 7806sq m appeal pending

12/0502 Block I2 (60 Station Road) 8621 sq m appeal pending

12/1237 Block J2 7453 sq m approved

12/1608 Block A1/A2 14,326 sq m current application

together this makes 48,014 sq m

This leaves office blocks I1, J1, J3, J4 and G1 and G2 (the latter two probably will not be built as they are in the car park)

Clearly these office blocks are not going to only account for the 5,000 sq m remaining from the outline.

If granted this application is going to result in a massive increase in traffic in our area from cars and delivery vehicles.

2. Car parking

Once again the Developers have departed from the agreed standard in 08/0266 It appears the proposed ratio is 1 space to every 160 sq m of office space not the 1 to 125 agreed in 2008.

The justification for this appears to be that the modal split for journey to work by car is reduced from the 32% in the outline permission to 5%. This is a hypothesis is not tested and in our view will result in a large amount of overflow car parking in residential streets within walking distance.

The stock response to this complaint in the past has been that air quality needs to be considered. Perhaps the Council should also take into account the changes to vehicle design including reduced levels of pollution and hybrid or electric vehicles which are now starting to be introduced.

3. There is no open space included in this scheme. In summer time many office workers like to relax outside during lunch times and breaks. If this proposal is separate from the master plan then it cannot rely on the small spaces included in that scheme and should have its own open space.

7.6 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

8.0 ASSESSMENT

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

1. Principle of development
2. Environmental Assessment
3. Context of site, design and external spaces
4. Impact on Heritage Assets
5. Public Art
6. Renewable energy and sustainability
7. Disabled access
8. Residential amenity
9. Refuse arrangements
10. Other environmental impacts
11. Transport Impact
12. Highway safety
13. Car and cycle parking
14. Third party representations
15. Planning Obligation Strategy

Principle of Development and Relationship with the CB1 Masterplan

8.2 The application has two key parts; demolition of all buildings on the site and the erection of a new building. The approved Parameter Plans that form the Masterplan for the Station Area

redevelopment include both of these elements and in my view establishes the principle for the development.

Demolition of Existing Buildings

8.3 The application includes the demolition of the following buildings/structures:

- Cityroomz Hotel building which is a Building of Local Interest (BLI)
- The railway offices and Art Workshop and the building occupied by Station Cycles which are not listed

8.4 Parameter Plan 1 of the Masterplan indicates buildings that were to be demolished to accommodate the development. All of the buildings/structures set out above are shown as to be demolished. In the report that was considered by Planning Committee in October 2008 the following comment is made about the demolition of Cityroomz:

Cityroomz Hotel (formerly Sleeperz)

8.240 Sleeperz is acknowledged in the SADF as the best surviving example of a non-listed station building. Like the BTP wing, the retention of Sleeperz would compromise the operation of the Station Square and I am convinced by the applicant's arguments in favour of its retention

8.5 The Committee Report does not refer to the other buildings that are to be demolished but it does refer to the need for Listed Building Consent or Conservation Area Consent for the demolition of the buildings referred to above. My views have not changed with regard to the demolition of these buildings. I also accept the applicant argument that the removal of these buildings needs to be seen in the context of the wider site.

8.6 The demolition of these buildings needs to be regarded in the context of not only the delivery of Block A1/A1 but also, the hotel/cycle park, the Station Square and the reconfigured Station Car Park. I have addressed the issue of demolition in greater depth in the following section 'Impact on Heritage Assets' and in my reports for the Listed Building Consent and Conservation Area Consent.

Uses to be accommodated in the proposed building

Parameter plan compliance

8.7 The outline planning permission for CB1 established an approved mix of uses for the CB1 Masterplan area set within a series of development blocks. The building which is the subject of this application falls within Block A1/A2. This block is identified in the approved Parameter Plans as accommodating a hotel use in Block A1 and a non-residential institution use within Block A2 with the potential for some retail use at ground floor. Basement parking was proposed with vehicle access from the west side. At the time of the outline application the proposed non-residential use was indicated as being a polyclinic.

8.8 Block A1/A2 extends 78 metres along the west side of the proposed Station Square, 84 metres along the east side of the Station Road elevation and 38 metres along the north side of Station Road and southern side of the proposed Northern Access Road (NAR). The retail space to the frontage extends up to the full width of the block on the south and east sides. The maximum height of Block A1/A2 is 23m (excluding permitted tolerances). The parameter plan for Block A1/A2 indicates the maximum envelope within which development can be brought forward.

8.9 The building that is proposed does not accord with the uses permitted by the Parameter Plans. On the ground floor it is proposed to accommodate retail units along the east and north side, the office reception on the south side and office accommodation on the west side. On the upper floors there will be office use only. The office use is a deviation from the Parameter Plans and the retail use is proposed in different parts of the block which is a further change.

8.10 The proposed building extends to the maximum footprint of Block A1/A2. The building incorporates a set-back on the top floor on the north, south and east sides and a set back at ground/first floor on the east elevation as shown on the Parameter Plan.

8.11 Because the proposed uses do not accord with the Parameter Plans for Block A1/A2, full planning permission is required. However the mix of uses proposed is compatible with the range of uses permitted within the wider Masterplan area. This application needs to be seen in the wider context and particularly alongside the application that has been submitted for Block B1. The application for Block B1 also proposes a deviation from the approved Parameter Plans. In that case an office use is replaced by a hotel use. The proposed hotel use in Block A1 was to be in the order of 6479 sqm which is broadly compatible with the current proposal of 6565 sqm of hotel space within Block B1.

8.12 The amount of retail space that is being brought forward for Block A1/A2 is approximately 500 sqm less than that previously proposed for Block A1/A2 at 1205 sqm compared with 1720 sqm and the retail units are in a different configuration. However The Cycle Shop and hire area which is accommodated in Block B1 represents 510 sq m of additional retail provision in that block which brings the total amount of retail space across the two block into conformity with the Parameter Plans.

8.13 The proposals increase the amount of office floorspace across the two blocks. 710 sqm of office floorspace is 'lost' from Block B1 and 14,326 sqm of office floorspace 'created' in Block A1/A2. This is clearly a deviation from the Parameter Plans and the approved Masterplan. However the scale of office floorspace proposed is compatible with the scale of floorspace in the combined hotel/polyclinic scheme at 14,124 sqm. As the applicants point out the consequence of this is an increase in B1(a) floorspace within CB1, but it does not increase the commercial floorspace, it simply replaces some commercial floorspace with B1(a) office accommodation.

Increase in office floorspace

8.14 The applicants have also submitted information in support of this increase in office floorspace. Central to their argument in support of the increase in office floorspace is the Cambridge Cluster at 50 The Cambridge economy: retrospect and prospect Report (March 2011) which was reported to the Development Plans Steering Group in June 2011.

8.15 At their meeting the DPSG endorsed the content of the Report as an evidence base for the review of the Local Plan and as a material consideration in planning decisions. Councillors queried the status of the Report at the meeting and were advised that it was not new policy at that stage and that its weight and applicability as a material consideration in the determination of planning applications would need to be determined in relation to the specific circumstances of each case/situation.

8.16 I agree with the applicants that the Cambridge Cluster at 50 Report should be a material consideration in the determination of this application. The Report is complex and considers amongst other things the roles which the City has in the local and regional context. The Report does refer to the continuing need for more office floorspace and the desire for occupiers to have a City centre location, for example to enable easy access to London. In this sense it is supportive of more office accommodation at the Station Area.

8.17 The applicants consider that it is imperative that the tenant led demand of such office accommodation is recognised. There is demand but this may leak away if the appropriate buildings are not provided around the station in time. They consider that the role of CB1 is changing as the economy changes and it is the City's best opportunity to meet the short and short-medium term needs for high quality, HQ style buildings in a city centre location. In their view the proposals for One The Square reflect this demand and meet this identified need.

8.18 The Planning Policy team have reviewed the arguments that I have set out above and concur with them. They also note that the principle of providing more office accommodation in this location accords with the Employment Land Review Update 2012.

Omission of the polyclinic

8.19 The applicants also observe that shortly after the 2008 resolution to grant planning permission for the CB1 Masterplan, Government policy and funding shifted away from large polyclinics. This rendered the delivery of a polyclinic within CB1 unviable. To facilitate the construction of the multi-storey cycle

park without significant public funding, the hotel has been relocated approximately 17m across the Station Square.

8.20 I have carried out my own research which has established that in 2010 the government decided to put on hold all plans to increase numbers of policlinics and to relocate GPs to them pending a review of policy under the new coalition government. I am not aware of that review having been carried out to date.

8.21 I also asked the applicants for further clarification regarding the loss of the polyclinic and they have responded as follows:

The agents acting for Brookgate (Savills) have a specialist team dealing with health related development and have significant experience in this area. The experience extends to LIFT (Local Improvement Finance Trust) schemes which is an initiative designed to deliver new types of care. This type of scheme is most closely related to the original polyclinic concept.

The team produced a report which considers the provision of healthcare in Central Cambridge and the additional demand likely to arise from the new development.

In terms of LIFT schemes, the team note that typically floorspace for such schemes is between 1000 sq m and 3000 sq m which is significantly less than the floorspace in Block A2. Where larger LIFT schemes have been brought forward, these tend to be in depressed, low-value areas that are targeted for regeneration.

8.22 The conclusions reached by the team are as follows:

- The end user for the polyclinic withdrew some years ago.
- The economic and policy climate has changed radically since 2008.
- The current provision of surgeries in a 1 mile radius is in line with expectations and serves the term time student population.
- Woodlands Surgery is re-locating off site.
- Block G2 is available for a new health use.
- The demands of the new population can be readily absorbed by existing practices.
- The current design delivers 7645 sq m floorspace which would accommodate 45 doctors and involve relocation of

all surgeries in a 1 mile radius. This is 15 times larger than a typical GP surgery and 2/3 time larger than a typical LIFT scheme.

- There is no demand for a health use and the replacement with an alternative use will not prejudice the provision of health care locally.

In my view the arguments in favour of the omission of the polyclinic are robust and should be accepted.

Restriction on occupation of office development

8.23 Policy 7/2 of the Local Plan permits new office development for occupation by a business that can demonstrate that if provides an essential service for Cambridge as a local or sub-regional centre or exceptionally where there is a proven need for a regional function only. This is sometimes known as a 'local user condition'. The s106 Agreement for the outline application secures such control over the future occupation of office development within the scheme and it is necessary to secure the same arrangement for this proposal. This can be achieved through the s106 Agreement.

8.24 In my opinion the principle of development is acceptable and accords with the CB1 Masterplan and policies 3/1 and 9/9 of the Cambridge Local Plan 2006.

Environmental Assessment

8.25 The applicants have requested a Screening Opinion under the Environmental Impact Regulations to establish whether an Environmental Impact Assessment (EIA) is needed. This is supported by a Legal Opinion by a leading Counsel in this field. The response to the Screening Opinion has been published. The development is above the threshold (site area 0.5 ha) where an EIA could be required. However in this case officers are of the view that the application details include sufficient information to enable the full impacts of the development to be properly considered and have concluded that an EIA is not required.

Context of site, design and external spaces

8.26 In my view the following issues are of relevance to this part of my Assessment:

Building Design – Layout and Height

Building Design – Elevations and Materials

External Space – Design and Materials

External Space – Tree removal and planting

Nature Conservation

8.27 The key Parameter Plans that relate to the design of buildings and spaces are:

- PP3 Building Layout (+ maximum balcony/canopy overhang 1.5m)
- PP4 Building and Ground Conditions (building height (maximum height of occupied floorspace + maximum plant/lift motor rooms 2 m), building height above proposed ground level, proposed ground level (+/- 0.5m tolerance), existing ground level and proposed ground floor setback)
- PP6 Public Realm and Open Space

<u>Building Design – Layout and Height</u>

8.28 The layout of the building at ground floor presents a number of ways in which the uses within it will interact with the external environment. The frontage to Station Square (east elevation) accommodates retail units under a colonnade and retails units face the street on the frontage to the NAR (north elevation). The west elevation faces the proposed Station Road open space and could allow for a high degree of interaction if the office space is designed to open up into this area. The formation of the access between the building and the open space allows for access to the basement car park and for servicing but more importantly will provide for a low trafficked access for cyclists accessing the Cycle Park from the west and

south. The south elevation is angled as suggested by the Parameter Plans to ensure that views of the Station building are protected. This also provides a focus for the entrance to the office which is set under the main façade and is a double height space

8.29 The overall height of the building is not constrained by the Outline Planning Consent in this case. However it is useful to compare the proposed scheme with the approved Parameter Plans. This will enable a consideration to be made about how well the building will sit in the overall Masterplan.

Table – Comparison between approved Parameter Plans and Proposed Development		
	Parameter Plan	Proposed Development
Parameter Plan Height occupied floorspace	23m	22.5m
Parameter Plan Height including Plant/Lift Overun	25m	24.6m
Parameter Plan set back at top floor	3m	3m
Parameter Plan set back at ground floor	3m	3m (2.5m to shopfront)
Parameter Plan set back at first floor	3m	3.2m

8.30 The table demonstrates that the building will sit within the parameters for the maximum height of Block A1/A2

Building Design – Elevations and Materials

8.31 The building has a pivotal role within the Masterplan. It faces Station Square and will read together with Station Buildings and the new buildings which are proposed including on Block B1 which is under consideration. It will also address Station Road, the NAR and the Station Road Open Space and will need to relate well to new buildings that are proposed in this area including the hotel proposed for the Red House site.

8.32 Very extensive pre-application discussions have taken place which have resulted a building of high quality overall. The design of the elevations follows the base, middle and top approach. This has been delivered by the shopfronts and first floor office accommodation being positioned within a colonnade to produce a firm base on the Station Square side and stone pillars 'securing' the building to the ground on the other sides. A horizontal and vertical grid of stone occupies the 'middle' part of the building and the uppermost floor is set back. The roof plant area forms part of the uppermost floor which is predominately office accommodation. This allows the elevations of the top of the building to be designed as part of an integrated whole with rest of the elevation and not as an 'add-on'. The predominant material will be reconstituted stone with glazing and aluminium framing for the shopfronts and panels for the uppermost floor.

8.33 In my view the elevations and materials are highly appropriate for the location of the building. The emphasis in the Station Square should be on the Station Buildings and Block A1/A2 which will be immediately visible on arrival in Cambridge. As with other buildings in CB1 the choice of materials will be critical and conditions to control final detailing essential.

8.34 The UDC team, English Heritage and the Conservation and Design CB1 Sub Panel support the application. However there are some outstanding matters in relation to the vents for the basement car park, the car park access and the windows on the west elevation that need to be resolved. I am expecting amended plans on these issues and will provide an update on the Amendment Sheet or orally at the Committee meeting. I have recommended conditions to control the detailed design of the building.

External Space – Design and Materials

8.35 In addition to the threshold spaces to the north and south of the building there are three external spaces that form part of the development, the final phase of the Station Road Open Space, part of the Station Square and a green roof.

Station Road Open Space

8.36 The Station Road Open Space will be surrounded by the Microsoft building, Block C1/C2 of the CB1 development, Block A1/A2 and the hotel on the Red House site. With the exception of the hotel, as each of the developments takes place it will facilitate the delivery of the Open Space. The final (eastern) part of the Open Space will be provided as part of the scheme for Block A1/A2. This will take the form of hard surfacing and planting which will link up to provide a coordinated space. A north/south route will be provided through the space which will provide pedestrians and cyclists with an alternative to the Station Square for accessing the Cycle Park and other areas. Bollards will be installed to control vehicle access to the space.

8.37 At the time of writing this report the access arrangements to serve the car park have yet to be resolved. This could have an impact on the quality of this space and I am expecting plans to be submitted in advance of the Committee meeting. I will provide an update on the Amendment Sheet or orally at the Committee meeting.

Station Square

8.38 The site includes a small part (12m wide) of the western side of the Square. This will be laid out as a paved space with five trees and seating. This space will link into the Station Square proposals which have recently been brought forward under a reserved matters submission.

Green Roofs

8.39 A Green/Brown roof is proposed under and around the photovoltaic cells which are to be installed on the roof. They will not be accessible but will provide opportunities for wildlife and ecological benefits.

External Space – Tree removal and planting

8.40 A number of trees are to be removed from the Station Road frontage and four trees elsewhere on the site. Four lime trees are proposed to be planted on Station Road and five holly trees in the Station Square. One new ornamental pear tree is to be planted as part of the development at the end of the Northern Access Road. In my view there is limited scope for additional tree planting alongside the north side of the building given the need to retain a clear footway and the location of the retail units.

8.41 Five hornbeam trees and three field maples are to be planted in the Station Road Open Space.

8.42 The Landscape Officer is generally supportive of the scheme. I agree with her comments regarding tree species for the Station Square and raised this with the applicant. The trees have been changed to Turkish Hazel, which are appropriate and supported by the Landscape Officer. The open areas around the building will be very well used and in my view have been designed to cope with this issue. The Highway Engineer has not raised any concerns about the potential for congestion being caused by vehicles accessing the building. I have recommended conditions to control the detailed proposals for landscaping.

8.43 Nature Conservation

The City Council's Nature Conservation Officer has highlighted the need to consider the presence of bats in the Cityroomz hotel building. The applicants have carried out a further survey in response to his comment and he is content with the outcome. Further surveys are not required.

8.44 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12.

Impact on Heritage Assets

8.45 The applications for Block B1 and Block A1/A2 are supported by Heritage Statements as required by paragraph 128 of the National Planning Policy Framework (NPPF). An Addendum has also been produced which explains why it is necessary to demolish Cityroomz and the Station Offices buildings even though these buildings are not beneath the footprints of the new

building or the Station Square. Officers in the Urban Design and Conservation Team have not raised any concerns about this analysis and support the scheme subject to the imposition of planning conditions to address matters of detail.

8.46 The applicants have correctly identified the heritage assets that are affected by the development as the Station Building which is a listed building, Cityroomz which is a Building of Local Interest (BLI) and the Conservation Area. The NPPF includes buildings that are locally listed in the definition of a heritage asset.

8.47 The significance of these buildings has been assessed using NPPF and other guidance. The aspects of high/moderate significance have been identified as the main central section and north wing of the Station. The British Transport Police wing and Cityroomz are regarded as being of moderate significance and the 1960s station platform canopy of no significance. The Station Offices are of moderate/low significance.

8.48 The demolition of the existing building is addressed in detail in my reports about the applications for Listed Building Consent (LBC) and for Conservation Area Consent (CAC). Those reports conclude that the LBC/CAC should be supported provided that the replacement buildings are an appropriate replacement which will enhance the Conservation Area.

8.49 I am convinced that the office/retail building will be a positive asset to the Conservation Area. This view is shared by the Design and Conservation Panel CB1 Sub Panel, English Heritage and the Urban Design and Conservation Team. These views provide the necessary justification for the demolition of the existing buildings.

8.50 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 4/10, 4/11 and 4/12 and guidance provided by the NPPF.

Public Art

8.51 A Public Art Delivery Plan has been submitted in support of the application. Block A1/A2 falls within the Green Phase of the CB1 development and although the application is a full planning application it is proposed that public art be provided via the

same route as if a submission of reserved matters had been made.

8.52 The Green Phase includes a major permanent commission, a temporary project with associated research and development programme and a public engagement programme supporting these activities. The CB1 Public Art Strategy refers to the major permanent commission as: 'A partnership between artist, landscape architect and lighting engineer on the development of the public square and its context. The project might involve interactive lighting, landscaping, a sculptural intervention or a combination of these'

8.53 Given the significance of the site it has been agreed that the whole programme of activity (permanent and temporary projects, and supporting research and development) should be undertaken by one artist. An Artists Brief for the permanent work has been drafted but an Artist has not yet been appointed.

8.54 The City Council Public Art Officer supports the Public Art Delivery Plan subject to some amendments to provide clarification and further information. In my opinion the proposal is compliant with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and 9/8 and Cambridge Local Plan (2006) policies 3/7 and 10/1 and the Public Art SPD 2010

Renewable energy and sustainability

8.55 The application is supported by an Energy Strategy and BREEAM Pre-Assessment. The Senior Sustainability Officer is satisfied with the approach which includes use of passive solar design and renewables. Further information has been provided regarding calculations for BREEAM and the Senior Sustainability Officer supports the approach that is being adopted.

8.56 In my opinion the applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with the Sustainable Design and Construction SPD 2007.

Disabled access

8.57 The Design and Access Statement addresses disabled access. In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12.

Residential Amenity

Impact on amenity of neighbouring occupiers

8.58 The closest residential units are on the Ravensworth Gardens development and the development will be more than 50m away. Given this separation distance I do not consider the impact in terms of loss of outlook or enclosure, overshadowing or overlooking to be so significant as to justify refusal of planning permission. In any event when the development of Blocks D1 and F1 of the Masterplan takes place the new buildings on those sites will obscure a substantial part of the office building from view.

8.59 Proposals for Block F1 and Block C1/C2 are currently at the pre-application advice stage having been the subject of an application that was withdrawn last year. Block F1 which faces the northern elevation of the office building will be separated from it by the NAR and there will be a separation distance of around 30m between the buildings. Block C1/C2 presents a flank elevation toward the office building and there will be a separation distance of about 15m. Notwithstanding the lack of detailed plans for Blocks F1 and C1/C2 I consider that they can be designed in such a way as to provide a high quality of design whilst taking the presence of the office building into account.

Noise and disturbance

8.60 The Environmental Health Officer (EHO) has recommended conditions relating to construction activities, opening times, plant noise and odour which I have included in my recommendation.

8.61 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2006) policies 3/4 and 3/7.

Refuse and Servicing Arrangements

8.62 A waste storage area is provided on the ground floor with access onto the space to the west of the building. A servicing route is also provided to the retail uses in this location and a swept path analysis demonstrates that service vehicles will be able to access and egress in forward gear. The EHO is content with this arrangement.

8. 63 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12 and conforms to the RECAP Waste Management Design Guide.

Other environmental impacts

8.64 The EHO has identified the following issues as of relevance to the consideration of the application. I have set out below my recommendations on how they can be addressed.

Construction Phase Impacts – these can be addressed by the imposition of a condition to require the submission and approval of a Demolition and Construction Environmental Management Plan (DCEMP).

Road traffic noise – I have recommended a condition that will enable suitable glazing to be installed to address this issue.

Plant noise/Standby Generator noise – I have recommended a condition to secure details of plant to protect the amenity of neighbours.

Odour – the occupier of the retail/café area is not yet known and I have recommended a condition to secure odour controls should this prove necessary.

Opening Times – I have recommended a condition that restricts opening times and deliveries to the retail/café/restaurant uses. I have also recommended a condition to restrict delivery hours to the offices.

Contaminated land – I have recommended a condition to secure a full contaminated land investigation and remediation strategy.

Air Quality – the EHO is satisfied that the level of car parking is such that it will not have an adverse impact on air quality.

8.65 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 4/13 and 4/14.

Transport Impact

8.66 The application is supported by a Transport Assessment (TA) that has been carried out under the guidance of the County Council. The TA addresses the existing conditions, the proposed development, trip generation and assignment and junction capacity. The TA has considered the effect of re-routing traffic along the NAR to serve the Station Square and concludes that doing so will be likely to result in queuing at the Tenison Road/NAR and Tenison Road junctions. This impact was recognised at the Outline planning stage.

8.67 The TA also compares the traffic flows associated with the office use compared with the previously proposed hotel/polyclinic use and conclude that a lower level of traffic will be generated by the office use.

8.68 The County Council have reviewed the TA and have asked for further information. Detailed trip generation data has been provided and I am expecting the County Transport team to comment on this shortly. This will establish an appropriate level of commuted payments towards SCATP and the CGB.

8.69 In my view provided that an appropriate level of the commuted payments towards SCATP and CGB can be agreed then the transport impacts of the development will have been adequately addressed. In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/2, 9/9 and 10/1.

Highway Safety

8.70 The Highway Authority has raised concern about outward opening doors, the width of the car park ramp and the car park layout. Revised plans have been submitted to indicate that doors will not be outward opening, but further work is needed in relation to the car park ramp and layout. I will provide an update on the Amendment Sheet or orally at the Committee

meeting. I have recommended the conditions/informatives as requested.

8.71 In my opinion, subject to the satisfactory resolution of outstanding issues, the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

Car and Cycle Parking

Car Parking

8.72 A total of 92 car parking spaces are provided in the basement including five spaces that are large enough for use by disabled people.

8.73 The adopted car parking standards allow for a maximum of one car parking space per 100 m^2 of office floorspace and disabled parking only for retail uses. By application of these standards a maximum of 144 car parking spaces could be provided. The level of provision is lower than this maximum. In my view this is appropriate given the highly accessible nature of the site by non-car modes and the low level of air quality.

The following table sets out the comparative number and ratio of car parking in the CB1 development to date:

SITE ADDRESS	NUMBER OF SPACES	PARKING RATIO
50/60 Station Road (First Scheme)	60	1 per 274 sqm
50/60 Station Road (Second Scheme)	76	1 per 209 sqm
Microsoft (excluding temporary car park)	35	1 per 280 sqm
22 Station Road	40	1 per 186 sqm
Block A1/A2		1 per 156 sqm

8.74 The parking ratio for Block A1/A2 is greater than the ratio for other development in CB1. In my view refusal of the application on the grounds of inadequate car parking could not be

substantiated at appeal. However in common with other development at CB1, I would recommend that a pre- and post-development parking survey be carried out to demonstrate the impact of 'overspill' parking on residential amenity in nearby residential streets and that the setting up of a Resident's Parking Scheme be funded by the developer if necessary.

Cycle Parking

8.75 548 cycle parking spaces are provided in the basement with a further 10 visitor spaces adjacent to the office entrance. The application has been revised so that a total of 576 cycle parking spaces are located in and around the building. Application of the adopted cycle parking standards indicates that 49 spaces should be provided for use by the retail units and 478 for the office space, a total of 527 cycle spaces. The cycle parking provision accords with planning policy in terms of overall numbers.

8.76 306 cycle parking spaces are in the form of Sheffield stands and 252 on double stackers. This equates to 77% of spaces at ground level and 23% at upper level. This is better than the ratio of ground to upper level space in other parts of CB1.

8.77 The Walking and Cycling Officer has recommended that some visitor cycle parking be located in the Square for use by visitors to the retail units. The amended landscape scheme allows for 26 such spaces. I agree that if this is provided it will need to be carefully managed. A Cycle Parking Management Plan can be secured by planning condition which could consist of the following:

- Discreet signage on the stands to deter authorised use
- Active surveillance of cycle parking
- Removal of unauthorised cycles within 24 hours of two written warnings

8.78 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

Third Party Representations

8.79 A representation has been made in support of the development. The other representations have been addressed in my assessment but are reviewed below.

Representations from Cambridge City Licensed Taxis Ltd (CCLT)

8.80 CCLT has made representations about this application and the application for Block B1. CCLT are concerned that proper provision should be made for taxis to enter and leave the area in front of the Station. In its conclusion CCLT state that in the view of their members 'consent should only be granted for the hotel, cycle store and car park if the Council is satisfied that the Square layout will allow taxis to enter, circulate and exit safely and efficiently'.

This application includes a small section of the new Station Square but it does not relate to any vehicle circulation space which will be the subject of a separate application.

Access was a matter that was approved at the Outline stage and access to the Square via the Northern Access Road was agreed in principle as part of the Outline approval. The provision of the T-junction is in accordance with the agreed access arrangements. However I have recommended a condition on the permission for the Cycle Park to allow this layout to be reviewed in the light of comments from the Cycling and Walking Officer.

The application for the Square has been brought forward as a reserved matters submission in accordance with the Outline approval. I do not consider that there are grounds for deferral of this application pending the determination of the application for the Station Square. There is also no planning policy reason for refusing the applications for the Hotel/Cycle Park/Office on these grounds.

The proposals for the Station Car Park amount to permitted development and therefore it would not be possible to refuse planning permission for them.

Representations from David Campbell Bannerman MEP

8.81 Most of the issues raised are addressed in the sections of my report that relate to context of site, design and external space and impact on Heritage Assets. CityRoomz hotel is partially on the site of the office building but mainly effects the provision of the Station Square.

I have checked the history of site as part of the Robert Sayle business and the John Lewis Partnership and found this information on the John Lewis website:

'Though now known as John Lewis Cambridge, Robert Sayle was a much-loved Cambridge department store, which has stood proud as one of Cambridge's retail landmarks for over 160 years. In 1934 the Selfridge Provincial Stores (SPS) group bought the shop. However, with the outbreak of war the future looked bleak and the Selfridge family decided to sell the whole of the SPS group. Spedan Lewis, the son of John Lewis, was looking to expand his own growing empire and in 1940 the John Lewis Partnership bought the shop along with fourteen other department stores.'

I do not think that this demonstrates a reason for resisting the principle of demolition.

Representations from Glisson Road Tenison Road Residents Association

8.82 Deviation from the Masterplan

The office floorspace referred to in the representation is correct and whilst this development will not exceed the overall floorspace figure established by the Outline consent it is likely to be exceeded as other blocks are brought forward. This application is for full planning permission and is not bound by the restrictions of the Outline consent. I have discussed the issue of the principle of introduction of additional office floorspace in paragraphs 8.14 to 8.18. However the representation from GTARA is principally in relation to the increased amount of traffic that will be generated as a result of more offices.

I am awaiting further comments from the County Council Transport team regarding the trip rate and trip generation data that has been submitted recently. My interpretation of this data is that the vehicular trips generated by the use of Block A1/A2 will be much reduced in comparison with the original hotel/polyclinic use (176 trips/614 trips (daily)). This is because the trip rate for the health uses is much higher than that for office uses.

I have received similar data for Block B1 which is to accommodate a hotel. This indicates that vehicular traffic associated with the hotel will amount to 59 car trips and HGV traffic for the hotel/retail units 8 movements per day. This level of traffic remains well below that which was anticipated by the scheme including the polyclinic.

8.83 Car Parking

This development is not bound by the conditions set out in the Outline planning consent. However the Outline planning consent does not establish a parking ratio for the development. Condition 57 of the Outline consent requires that the maximum parking ratio be limited to one space for every 125 sq m of floorspace. The reason for this is to promote sustainable development and to mitigate against impacts on air quality.

The ratio of car parking for Block A1/A2 is one of the highest in the CB1 development. The potential for adverse impacts from 'overspill' parking is capable of being addressed by the proposed pre and post development parking surveys.

8.84 Open Space

The development includes the final phase of the Station Road Open Space. I understand the view that additional office space should bring forward further amenity space for users but there is no policy justification for this. The development makes provision for break out space on the ground floor and the roof space is also proposed to be accessible.

Planning Obligations

Community Infrastructure Levy Regulations 2010

8.85 The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests then it is unlawful. The tests are that the planning obligation must be:

(a) necessary to make the development acceptable in planning terms;

(b) directly related to the development; and

(c) fairly and reasonably related in scale and kind to the development.

8.86 In bringing forward my recommendations in relation to the Planning Obligation for this development I have considered these requirements. The Planning Obligation Strategy (2010) provides a framework for expenditure of financial contributions collected through planning obligations. The Public Art Supplementary Planning Document 2010 addresses requirements in relation to public art (amend/delete as applicable). The applicants have indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Strategy and relevant Supplementary Planning Documents and to reflect the s106 Agreement associated with the Outline consent.

S106 Agreement relating to the Outline Planning Consent

8.87 Although this is a full planning application which would result in the grant of a freestanding planning permission, it is my view that an understanding of the s106 Agreement for the Outline consent remains important. . (Please note that the s106 Agreement is a complex document and that I have heavily précised its contents). Block A1/A2is in the Green phase of the development.

8.88 The implementation of development in the Green Phase e.g. Block A1/A2 would trigger the following commuted payments/infrastructure under the Outline consent:

- Submission and approval of the Public Art Delivery Plan for the Green Phase
- Local User condition restriction
- Delivery of CCTV
- Residents Parking Scheme
- Scheme for Station Square including a Management Plan and arrangements for the relocation of the British Transport Police (BTP)
- Sub-phase payments towards SCATP and CGB
- Replacement of cycle parking spaces during the delivery of the Pink and Green Phases pending delivery of the Cycle Park.
- Submission of details of the Northern Access Road
- Travel Plan Co-ordinator and Travel Plan
- Submission and approval of the detailed design for the Cycle Park and Cycle Park Management Plan and completion of the works before commencement of Block A2 (under Variation to s106 dated 18 October 2012).
- Submission and approval of the Second Phase of the Station Road Open Space and completion of the works before commencement of Block A2 (under Variation to s106 dated 18 October 2012).

8.89 The mitigation measures that are identified for the Green Phase are capable of being secured via the section 106 Agreement for Block A1/A2.

Submission and approval of the Public Art Delivery Plan for the Green Phase

8.90 I have addressed the issue of the Public Art Delivery Plan at paragraphs 8.51 to 8.54 above. The s106 Agreement is needed to secure the approval of the PADP and its delivery in the same way as for other parts of the CB1 development.

8.91 As part of this development the Aid and Abet Art Workshop in the former railway offices will be lost. The provision of an Art Workshop as part of the CB1 development as a whole has been secured via the s106 associated with the outline consent. It has been accepted in that document that the location of the Art Workshop may change as the development is carried out. I therefore have no grounds to object to the loss of the Art Workshop from its current location but the s106 for Block A1/A2

needs to reference the need to provide an alternative location for this facility.

8.92 Subject to the completion of a S106 planning obligation to secure this infrastructure provision, I am satisfied that the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and 9/8, Cambridge Local Plan (2006) policies 3/7, 9/9 and 10/1 and the Public Art SPD 2010.

Occupation Restriction (Offices)

8.93 A Local User Condition is needed to ensure that the development is occupied in accordance with Development Plan policy. I have addressed this issue in paragraph 8.23.

8.94 Subject to the completion of a S106 planning obligation to secure the restriction on occupation, I am satisfied that the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and 9/8 and Cambridge Local Plan (2006) policies 7/2, 9/9 and 10/1

Delivery of CCTV

8.95 CCTV provision has been secured for previous phases of the CB1 development under the outline s106 Agreement. It is necessary to secure this provision in association with Block A1/A2 to cover the public spaces and to ensure a comprehensive provision.

8.96 Subject to the completion of a S106 planning obligation to secure the delivery of CCTV, I am satisfied that the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and 9/8 and Cambridge Local Plan (2006) policies 3/7, 9/9 and 10/1

Transport Related Requirements

Residents Parking Scheme

8.97 Overspill parking from the development has the potential to have an adverse impact on the amenity of residents in the vicinity of the site. A pre-construction and post occupation parking survey is necessary to assess the impact of the

development the outcome of which may be the establishment of a Residents Parking Scheme. The costs of carrying out the survey and setting up the Scheme should be borne by the applicant.

Scheme for Station Square including a Management Plan and arrangements for the relocation of the British Transport Police (BTP)

8.98 The Outline s106 requires the submission of a detailed design for the Station Square and a Station Square Management Plan concurrently with the submission of the first reserved matters for the Green Phase. This trigger has not been reached because a submission for reserved matters has not been made. The current application is for full planning permission and does not require the submission of these documents. A reserved matters submission has been made for the Station Square.

8.99 The outline s106 Agreement goes on to require that the detailed design for the Station Square, the Station Square Management Plan and a relocation strategy for the BTP be agreed before any works commence as part of the Green Phase and that these be implemented before occupation. It is essential that the development of Block A1/A2 and Block B1 is linked to the approval and provision of the Station Square in the same way.

Sub-phase payments towards SCATP and CGB

8.100 Contributions towards the SCATP and CGB have been brought forward by the applicants as part of the application. The s106 for the Outline Planning consent required the payment towards SCATP and CGB on commencement of the Green Phase which was subdivided into two sub-phases. Part A relates to Block A1/A2

8.101 The following table sets out the commuted payments that are due under the Outline Planning Permission for the two sub phases of the Green Phase.

Table – SCATP/CGB Contributions as set out in s106 for Outline Consent

Green Sub Phase	SCATP contribution	CGB contribution
Part A (A1/A2)	£98,472	£349,042
Part B (K1/I1)	£66,466	£236,455
Total	£164,938	£585,497
Overall Total		£750,435

8.102 The commuted sums that are required in connection with Block A1/A2 cannot be agreed until I have had feedback from the County Transport team. I will provide an update on this issue on the Amendment Sheet or orally at the Committee meeting.

Replacement of cycle parking spaces during the delivery of the Pink and Green Phases pending delivery of the Cycle Park

8.103 The outline s106 Agreement requires that any cycle parking space that is removed from the Green Phase is replaced pending delivery of the Cycle Park so that cycle parking facilities are maintained. This requirement also needs to be reflected in the Agreement for Block A1/A2.

Submission of details of the Northern Access Road

8.104 The Outline s106 requires the submission of a detailed design for the Northern Access Road (NAR) concurrently with the submission of the first reserved matters for either the Pink or the Green Phase. This trigger has not been reached because a submission for reserved matters has not been made. The current application is for full planning permission and does not require the submission of these documents.

8.105 The outline s106 Agreement goes on to require that the detailed design for the NAR be agreed before any works commence as

part of the Green Phase and that these be implemented before occupation. It is essential that the development of Block A1/A2 and Block B1 is linked to the approval and provision of the Northern Access Road in the same way.

Travel Plan Co-ordinator and Travel Plan

8.106 The outline s106 Agreement secures the submission and approval of a Travel Plan and provision of a Travel Plan Co-ordinator for each block in the Masterplan. These provisions need to be secured for Block A1/A2.

Detailed design for the Cycle Park and Cycle Park Management Plan

8.107 The outline s106 Agreement (as amended) links the occupation of Block A2 to the completion/use of the Cycle Park and implementation of the Cycle Park Management Plan. This was necessary to ensure that the Cycle Park is provided in the context of the wider Masterplan. The parallel application for Block B1 brings forward the details for the Cycle Park and the Cycle Park Management Plan has been submitted but it is necessary to secure the provision via the s106 Agreement for Block A1/A2.

8.108 Subject to the completion of a S106 planning obligation to secure the commuted payments, junction improvements, car parking survey and mitigation and the Travel Plan Co-ordinator, I am satisfied that the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1, P9/8 and P9/9, Cambridge Local Plan (2006) policies 8/2, 8/3, 9/9 and 10/1 and the Planning Obligation Strategy 2010.

Second Phase of the Station Road Open Space

8.109 The outline s106 Agreement (as amended) links the provision of the second (final) phase of the Station Road Open Space to the delivery of Block A2. This was necessary to ensure that this Open Space is brought forward in the context of the wider Masterplan. The final part of the Station Road Open Space has been brought forward as part of this development but it is necessary to secure its provision via the s106 Agreement for Block A1/A2.

8.110 Subject to the completion of a S106 planning obligation to secure the provision of the second phase of the Station Road Open Space, I am satisfied that the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and 9/8 and Cambridge Local Plan (2006) policies 3/8, 9/9 and 10/1.

Monitoring

8.111 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to the costs of monitoring the implementation of planning obligations. The costs are calculated according to the heads of terms in the agreement. The contribution sought will be calculated as £150 per financial head of term and £300 per non-financial head of term. Contributions are therefore required on that basis.

Planning Obligations Conclusion

8.112 It is my view that the planning obligation is necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the Planning Obligation passes the tests set by the Community Infrastructure Levy Regulations 2010. The planning obligation has a strong relationship with the s106 Agreement for the Outline Planning Consent and will ensure that all the mitigation measures associated with Block A1/A2 are secured.

9.0 CONCLUSION

9.1 The application that has been brought forward whilst not a reserved matters submission is strongly aligned with the Parameter Plans that were approved under the Outline consent for the CB1 Masterplan. The key difference is in the use of the building which was to be used as a hotel/polyclinic and is now intended of office use. I have explained in my assessment why I consider that this change is acceptable in the context of the wider Masterplan.

9.2 The design of the office building is of a very high standard as befits its location opposite the station and as a prominent part of the new Station Square. The development is closely linked to the provision of the new Station Square and the Cycle Park which are essential parts of the CB1 development. The

development requires the demolition of the City Roomz hotel which is a Building of Local Interest and the former railway offices which are within the Conservation Area. There has been some public comment about the loss of these buildings including by David Campbell Bannerman MEP. In my view the loss of these buildings, that were shown as 'not to be retained' as part of the Masterplan is justified both by the quality of the new office building and the public benefits associated with the development.

9.3 The Committee are not bound by the constraints of the Outline consent but it is a very significant material consideration. The new buildings respect the approved Parameter Plans in terms of their height, scale and massing. The Screening Opinion for Environmental Impact Assessment concluded that the development does not amount to EIA development.

9.4 My recommendation is one of approval.

10.0 RECOMMENDATION

1. APPROVE subject to the satisfactory completion of the s106 agreement by 30 November 2013 and subject to the following conditions and reasons for approval:

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

   Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

2. All management and maintenance of ecology shall be carried out in accordance with the approved Ecology Report by RPS dated December 2012 as supplemented by Response to comments made on the Ecological Management Plan by RPS dated 4 April 2013.

   Reason: To ensure satisfactory arrangements are in place to ensure the proper management and maintenance of ecology (Cambridge Local Plan 2006 policies 3/4, 3/7, 3/8, 3/11, 4/2, 4/3, 4/4 and 9/9).

3. Prior to occupation, a certificate following a post-construction review shall be issued by an approved BREEAM Licensed Assessor to the Local Planning Authority, indicating that the BREEAM rating EXCELLENT or higher has been met. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development unless otherwise agreed in writing by the Local Planning Authority.

   Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings
   (Cambridge Local Plan 2006 policy 8/16 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

4. The approved renewable energy technologies to meet the approved carbon emissions shall be fully installed and operational prior to and shall thereafter be maintained and remain fully operational in accordance with an approved maintenance programme, unless otherwise agreed in writing by the local planning authority.

   Reason: In the interests of reducing carbon dioxide emissions (Cambridge Local Plan 2006 policy 8/16 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

5. A minimum of 5% of all parking spaces shall be suitable for, and reserved for, people with disabilities.

   Reason: To ensure an appropriate level of car parking provision for people with disabilities (Cambridge Local Plan policy 8/10 and appendix C).

6. The approved cycle parking facilities shall be provided before occupation and shall thereafter be retained and shall not be used for any other purpose unless otherwise agreed in writing by the local planning authority.

   Reason: To ensure appropriate provision for the secure storage of bicycles (Cambridge Local Plan 2006 policy 8/6).

7. Prior to the commencement of first occupation full details of the security arrangements to provide for safe use of the basement car and cycle parking areas, shall be submitted to and approved by the local planning authority in writing. The approved provisions for safe use of car and cycle parking facilities shall be provided prior to the first occupation and shall be retained thereafter unless otherwise agreed in writing by the local planning authority.

   Reason: To provide convenient and safe access to car and cycle parking areas. (Cambridge Local Plan policy 8/6)

8. Prior to the commencement of development, with the exception of below ground works, a Travel Plan and Cycle Parking Management Plan shall be submitted to and approved by the local planning authority in writing. The approved Travel Plan and Cycle Parking Management Plan shall thereafter be implemented upon occupation of and shall be maintained and implemented unless otherwise agreed in writing by the local planning authority.

   Reason: To ensure satisfactory arrangements are in place to secure work place travel planning and the management of cycle parking.(Cambridge Local Plan 2006 policies 8/2, 8/3 and 8/6).

9. Prior to commencement of development, a detailed surface water strategy shall be submitted to and approved by the local planning authority in writing. The strategy shall demonstrate how the management of surface water within the context of the approved details of the CB1 strategic site wide surface water strategy. The strategy shall maximise the use of measures to control water where it falls as far as practicable to limit the rate (peak flow) and quantity (volume) of run-off and improve the quality of any run-off before it leaves the site and enters the strategic site wide system.

   The strategy shall include details of all flow control systems and the design, location and capacity of all strategic SUDS features and shall include ownership, long-term adoption, management and maintenance scheme(s) and inspection arrangements/responsibilities, including detailed calculations, levels and flow routes to demonstrate the capacity of the measures to adequately manage surface water within the site without the risk of flooding to land or buildings.

The development shall be carried out in accordance with the approved surface water drainage strategy.

Reason - To ensure a satisfactory and sustainable method of surface water drainage and to prevent increased risk of flooding to third parties. (Cambridge Local Plan 2006 policies 4/13 and 8/18 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

10. Prior to commencement of development, a detailed foul water drainage strategy shall be submitted to and approved by the local planning authority in writing.

The development shall be carried out in accordance with the approved foul water drainage strategy.

Reason - To ensure a satisfactory and sustainable method of foul drainage and to prevent increased risk of flooding to third parties. (Cambridge Local Plan 2006 policies 4/13 and 8/18 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

11. Infiltration systems should only be used where it can be demonstrated that they will not pose a risk to groundwater quality. A scheme for surface water disposal needs to be submitted to and approved by the local planning authority. The scheme shall be implemented as approved.

Reason: The site is acknowledged to be potentially contaminated in submitted documents. Soakaways and other infiltration sustainable drainage systems (SUDS) must not be constructed in contaminated ground. The water environment is potentially vulnerable and there is an increased potential for pollution from inappropriately located and/or designed infiltration sustainable drainage systems (SUDS) such as soakaways, untanked porous pavement systems or infiltration basins. (Cambridge Local Plan 2006 policies 4/13 and 8/18 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

12. Piling or any other foundation designs using penetrative methods will not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.

    Reason. The site is potentially contaminated and intrusive foundation solutions could lead to the contamination of groundwater in the underlying aquifer. (Cambridge Local Plan 2006 policies 4/13 and 8/18 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

13. Prior to the commencement of any development, a scheme for the provision and implementation of pollution control of the water environment shall be submitted and agreed in writing with the Local Authority. The works/scheme shall be constructed and completed in accordance with the approved plans.

    Reason. To prevent the increased risk of pollution to the water environment. (Cambridge Local Plan 2006 policies 4/13 and 8/18 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

14. No development approved by this permission shall be commenced prior to a contaminated land assessment and associated remedial strategy, being submitted to the local planning authority and receipt of approval of the document/documents from the local planning authority. This applies to paragraphs a), b) and c). This is an iterative process and the results of each stage will help decide if the following stage is necessary.
    (a) The contaminated land assessment shall include a desk study to be submitted to the local planning authority for approval. The desk study shall detail the history of the site uses and propose a site investigation strategy based on the relevant information discovered by the desk study. The strategy shall be approved by the local planning authority prior to investigations commencing on site.
    (b) The site investigation, including relevant soil, soil gas, surface and groundwater sampling, shall be carried out by a suitable qualified and accredited consultant/contractor in accordance with a quality assured sampling and analysis methodology.

(c) A site investigation report detailing all investigative works and sampling on site, together with the results of the analysis, risk assessment to any receptors and a proposed remediation strategy shall be submitted to the local planning authority. The local planning authority shall approve such remedial works as required prior to any remediation commencing on site. The works shall be of such a nature as to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters.
The development approved by this permission shall be not be occupied prior to the completion of any remedial works and a validation report/s being submitted to the local planning authority and receipt of approval of the document/documents from the local planning authority. This applies to paragraphs d), e) and f).
(d) Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance.
(e) If, during the works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the local planning authority.
(f) Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved by the local planning authority. The closure report shall include details of the proposed remediation works and quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from site.

REASON: In order to ensure that any contamination is identified on the site before the commencement of the scheme, to enable any mitigation/remediation measures to be implemented during the development phase and to ensure protection of controlled waters. (Cambridge Local Plan policy 4/13)

15. Prior to the commencement of development [including demolition] a Demolition and Construction Environmental Management Plan (DCEMP) shall be submitted to and approved in writing by the local planning authority. The DCEMP shall include the consideration of the following aspects of demolition and construction:

a) Demolition, construction and phasing programme.
b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.
c) Construction/Demolition hours which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation. Prior notice and agreement procedures for works outside agreed limits and hours.
d) Delivery times for construction purposes.
e) Soil Management Strategy.
f) Outline Waste Management Plan (OWMP).
g) Noise method, monitoring and recording statements in accordance with the provisions of BS 5228-1: 2009.
h) Maximum noise mitigation levels for construction equipment, plant and vehicles.
i) Vibration method, monitoring and recording statements in accordance with the provisions of BS 5228-2: 2009.
j) Maximum vibration levels.
k) Dust management and wheel washing measures in accordance with the provisions of London Best Practice Guidance: The control of dust and emissions from construction and demolition.
l) Use of concrete crushers.
m) Prohibition of the burning of waste on site during demolition/construction.
n) Site lighting.
o) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
p) Screening and hoarding details.
q) Access and protection arrangements around the site for pedestrians, cyclists and other road users.

r) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
s) External safety and information signing and notices.
u) Consideration of sensitive receptors.
v) Prior notice and agreement procedures for works outside agreed limits.
x) Complaints procedures, including complaints response procedures.
y) Membership of the Considerate Contractors Scheme.

The development shall then be undertaken in accordance with the agreed plan.

Reason: To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13).

16. Prior to occupation, full details of a scheme for odour control to minimise the amount of odour emanating from the development, including full technical details for the operation for extract flues shall be submitted to and approved by the local planning authority in writing. The scheme as approved shall be fully implemented prior to the occupation of the building.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2006 policy 4/13)

17. Prior to occupation, a noise attenuation/insulation scheme and/or phased attenuation measures (having regard to the building fabric, glazing and mechanical ventilation) shall be submitted to and approved by the Local Planning Authority in order to demonstrate the scheme shall achieve internal noise levels recommended in British Standard 8233:1999 'Sound Insulation and Noise Reduction for Buildings - Code of Practice'. The approved scheme shall be fully implemented and a completion report submitted prior to the occupation. The approved scheme shall remain unaltered in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

Reason: To protect amenity of the occupants of noise sensitive development (Cambridge Local Plan 2006 policy 4/13).

18. Prior to occupation, full details of a scheme for the insulation of the building(s) and/or plant in order to minimise the level of noise emanating from the development and/or plant shall be submitted to and approved by the local planning authority in writing. The scheme as approved shall be fully implemented prior to the occupation.

    Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2006 policy 4/13)

19. The emergency generator hereby approved shall only be used in the event of mains power failure or as part of routine maintenance and repair which shall only take place for the length of time specified by the manufacturer between the hours of 8am - 6pm Monday to Friday, 9am -1pm Saturday and no time Sunday or Public Holidays. It shall not be used as an alternative supply in the event of disconnection from the mains supply.
    Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2006 policy 4/13)

20. The waste storage facilities hereby approved shall be provided prior to the commencement of the occupation and shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

    Reason: To protect the amenities of nearby residents/occupiers and in the interests of visual amenity. (Cambridge Local Plan 2006 policy 4/13)

21. Prior to the commencement of occupation, full details of the means by which waste will be collected from the site, including the means by which refuse containers will be moved to the street frontage for collection and returned to the refuse store after the collection of waste and the location of on-street storage on collection days, shall be submitted to and approved by the local planning authority in writing. The approved arrangements shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

Reason: To protect the amenities of nearby residents/occupiers and in the interests of visual amenity. (Cambridge Local Plan 2006 policy 4/13)

22. The retail/café/restaurant units shall only be open for trade between 07:00 and 23:00.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2006 policy 4/13)

23. Deliveries shall only be made to the development between 07:00 and 23:00.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2006 policy 4/13)

24. No construction work shall be carried out or plant operated other than between the following hours: 0730 to 1800 Monday to Friday, 0800 to 1300 on Saturdays and at no time on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the local planning authority in advance.

Reason: To protect the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13).

25. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details including samples of the materials to be used in the construction of the external surfaces shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/14)

26. Before starting any stone work (artificial and/or real), a sample panel of the facing materials to be used shall be erected on site to establish the detail of bonding, coursing and colour and type of jointing and shall be agreed in writing with the local planning authority. The quality of finish and materials incorporated in any approved sample panel(s), which shall not be demolished prior to completion of the development, shall be maintained throughout the development.

Reason: In the interests of visual amenity and to ensure that the quality and colour of the detailing of the brickwork/stonework and jointing is acceptable and maintained throughout the development. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

27. Prior to the commencement of development with the exception of below ground works, full details of the external elevations of the switch room/bin store shall be submitted to and approved by the local planning authority in writing. The development shall be carried in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/14)

28. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details of the proprietary roof glazing system including material(s), edge and flashing methods, etc. shall be submitted to and approved in writing by the local planning authority. Large-scale cross-section drawings may be appropriate to show details. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

29. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details of glass type(s) to be used in curtain walling/windows/doors or other glazed features shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

30. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details of non-masonry walling systems to be used shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

31. No metal-clad or other non-traditional roofs shall be erected until full details of such roofs including materials, colours, surface finishes and relationships to rooflights or other rooftop features have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.
Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

32. Prior to the commencement of development, full details of all external joinery [whether of metal, timber or hybrid construction] including frames, thresholds, mullions, transoms, finishes, colours, etc., shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.
Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

33. Prior to the commencement of development, with the exception of below ground works, full details of colonnade soffits shall be submitted to and approved in writing by the local planning authority. This may consist of large-scale drawings and/or samples. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

34. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details of all coping to the walls shall be submitted to and approved in writing by the local planning authority. Large-scale cross-sectional drawings may be appropriate for depicting some details. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the building is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

35. Prior to commencement of occupation a signage strategy for use in association with the occupation of the development shall be submitted to and approved by the local planning authority in writing. The approved signage strategy shall thereafter be retained and all external signage shall conform to the strategy unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that the appearance of the building is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

36. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details, in terms of materials, fixing, surface finish & colour, of all metalwork [stairs, balustrades, grilles, railings, brackets, window cleaning gantries & associated equipment, columns, louvres, grilles, mesh or wire frames etc.] shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the building is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

37. Prior to the commencement of development, with the exception of below ground works, full details of external visible masonry brackets, clamps, restraints and other support systems shall be submitted to and approved in writing by the local planning authority. This may consist of large-scale drawings and/or samples. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

38. No rooftop plant shall be constructed until such time as full details, to a large scale, of any rooftop plant screening systems to be installed, where relevant, have been submitted to and approved in writing by the local planning authority. This may include the submission of samples of mesh/louver types and the colour(s) of the components. Colour samples should be identified by the RAL or BS systems. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the details of development are acceptable. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

39. Prior to the commencement of development, with the exception of below ground works, full details of all solar panels [water pre-heat, etc.] and/or photovoltaic cells, including type, dimensions, materials, location, fixing, etc. shall be submitted to and approved in writing by the local planning authority. In bringing forward such details the applicant is encouraged to site such features so as not to be visible from ground level. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

40. Prior to the commencement of occupation, a lighting plan including details of the height, type, position and angle of any external lighting shall be submitted to and approved in writing by the local planning authority. The development shall be implemented and maintained in accordance with the approved plan.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

41. Prior to the commencement of development, with the exception of below ground works, full details of all doors and windows on the west elevation. Including the means by which the windows shall be opened shall be submitted to and approved in writing by the local planning authority. This may consist of large-scale drawings and/or samples and should facilitate the use of adjacent external space. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate and to facilitate the use of external space. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

42. Prior to the commencement of development, with the exception of below ground works, full details of the entrance to the car park, including the appearance and operation of the access door and associated infrastructure shall be submitted to and approved in writing by the local planning authority. This may consist of large-scale drawings and/or samples. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

43. Prior to the commencement of development, with the exception of below ground works, full details of the appearance of car park ventilation vents shall be submitted to and approved in writing by the local planning authority. This may consist of large-scale drawings and/or samples. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

44. Prior to the commencement of development full details of a scheme for the provision and location of fire hydrants to serve the site, shall be submitted to and approved by the Local Planning Authority in writing. The development shall be carried out in accordance with the approved details, which shall be fully implemented prior to the first occupation, and shall be retained thereafter unless otherwise agreed in writing by the local planning authority.

Reason: To ensure the provision of adequate water supply infrastructure to protect the safe living and working environment for all users and visitors in accordance with the Cambridge Local Plan 2006 policies 3/7, 3/12 and 9/9.

45. No development shall commence until details of hard and soft landscape works including the green roof have been submitted to and approved in writing by the local planning authority. Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme. Hard landscaping works shall include full construction details and specifications of levels, all hard surfacing materials, furniture, boundary treatments and lighting.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2006 policies 3/2, 3/4, 3/7, 3/11, 3/12, 4/2, 4/3, 4/4 and 9/9)

46. No development shall take place until a schedule of landscape maintenance for a minimum period of five years has been submitted to and approved in writing by the local planning authority. The schedule shall include details of the arrangements for its implementation.

Reason: To ensure that the landscaped areas are maintained in a healthy condition in the interests of visual amenity. (Cambridge Local Plan 2006 policies 3/2, 3/4, 3/7, 3/11, 3/12, 4/2, 4/3, 4/4 and 9/9)

47. Any trees or plants provided as part of any landscaping scheme, within a period of 5 years from the completion of the development, which die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species as those originally planted, unless the local planning authority gives written consent to any variation. No development within the site for which reserved matters approval is sought shall commence until the landscaping scheme has been approved in writing by the local planning authority. The scheme shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

Reason: To ensure satisfactory arrangements are in place for replacement planting to ensure proper provision of landscaped areas (Cambridge Local Plan 2006 policies 3/2, 3/4, 3/7, 3/11, 3/12, 4/2, 4/3, 4/4 and 9/9)

INFORMATIVE: Highways - Buildings footings or basements must not extend out under the public highway except in the case of basements with the express permission of the Highway Authority and under licence. Adopted areas should also exclude areas under balconies except under licence (Section 177 of the Highways Act 1980)

INFORMATIVE: Highways - The applicant is advised that any granting of Planning Permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and a separate permission must be sought from the Highway Authority for such works

INFORMATIVE: Highways - Notwithstanding any consent granted under the relevant planning act/s, the applicant is advised that before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway the express consent of Cambridgeshire County Council as the Local Highway Authority will be required. All costs associated with any construction works will be borne by the developer. The developer will not be permitted to drain roof water over the public highway, nor across it in a surface channel, but must make arrangements to install a piped drainage connection. No window or door will be allowed to open over a highway and no foundation or footing for the structure will be allowed to encroach under the public highway

INFORMATIVE: Highways - Notwithstanding any consent granted under the relevant planning act/s, the applicant is advised that before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway the express consent of Cambridgeshire County Council as the Local Highway Authority will be required. All costs associated with any construction works will be borne by the developer

INFORMATIVE: Airborne dust To satisfy the condition requiring the submission of a program of measures to control airborne dust within the DCEMP, the applicant should have regard to:

Council's Supplementary Planning Document - "Sustainable Design and Construction 2007":
http://www.cambridge.gov.uk/public/docs/sustainable-design-and-construction-spd.pdf

Control of dust and emissions from construction and demolition - Best Practice Guidance produced by the London Councils:
http://www.london.gov.uk/thelondonplan/guides/bpg/bpg_04.jsp

INFORMATIVE: Noise insulation To satisfy condition 17 for the building envelope as required above, the Council expects the scheme to achieve the 'good' internal noise levels of British Standard 8233:1999 "Sound Insulation and noise reduction for buildings-Code of Practice". Where sound insulation requirements preclude the opening of windows for rapid ventilation and summer cooling, acoustically treated mechanical ventilation may also need to be considered within the context of this internal design noise criteria.

INFORMATIVE: Plant noise insulation To satisfy condition 18, the noise level from all plant and equipment, vents etc (collectively) associated with this application should not raise the existing background level (L90) by more than 3 dB(A) (i.e. the rating level of the plant needs to match the existing background level). 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 5 minute period), at the boundary of the premises subject to this application and having regard to noise sensitive premises. Tonal/impulsive noise frequencies should be eliminated or at least considered in any assessment and should carry an additional 5 dB(A) correction. This is to guard against any creeping background noise in the area and prevent unreasonable noise disturbance to other premises.

It is recommended that the agent/applicant submits a noise prediction survey/report in accordance with the principles of BS4142: 1997 "Method for rating industrial noise affecting mixed residential and industrial areas" or similar. Noise levels shall be predicted at the boundary having regard to neighbouring premises.

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

INFORMATIVE: Emergency Generator To satisfy condition 19 the noise level from the emergency generator associated with this application should not raise the existing background level (L90) by more than 10 dB(A).

INFORMATIVE: Fume Filtration/Extraction To satisfy condition 16, details should be provided in accordance with Annex B of the, "Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems, prepared by Netcen on behalf of Department for Environment, Food and Rural Affairs (DEFRA) dated January 2005 available at:
http://www.defra.gov.uk/publications/2011/03/25/odour-noise-kitchen-exhaust-pb10527/

INFORMATIVE: Food Safety - As the premises are intended to be run as a food business the applicant is reminded that under the Food Safety Act 1990 (as amended) the premises will need to registered with Cambridge City Council. In order to avoid additional costs it is recommended that the applicant ensure that the kitchen, food preparation and foods storage areas comply with food hygiene legislation, before construction starts. Contact the Food and Occupational Safety (FOS) Team of the Refuse and Environmental Service at Cambridge City Council on telephone number (01223) 457890 for further information.

INFORMATIVE: Licensing - If the premises are intended to provide alcohol, regulated entertainment or food after 11pm or before 5 am they may require a Premise Licence under the Licensing Act 2003. The applicant is advised to contact The Licensing Team of Refuse and Environmental Service at Cambridge City Council on telephone number (01223) 457899 for further information

INFORMATIVE: New development can sometimes cause inconvenience, disturbance and disruption to local residents, businesses and passers by. As a result the City Council runs a Considerate Contractor Scheme aimed at promoting high standards of care during construction. The City Council encourages the developer of the site, through its building contractor, to join the scheme and agree to comply with the model Code of Good Practice, in the interests of good neighbourliness. Information about the scheme can be obtained from The Considerate Contractor project Officer in the Planning Department (Tel: 01223 457121).

Advice to Applicant:

Surface Water Drainage:
All surface water from roofs shall be piped direct to an approved surface water system using sealed downpipes. Open gullies should not be used.

Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer.

General Informatives:
Any culverting or works affecting the flow of a watercourse requires the prior written Consent of the Environment Agency under the terms of the Land Drainage Act 1991/Water Resources Act 1991. The Environment Agency seeks to avoid culverting, and its Consent for such works will not normally be granted except as a means of access.

The granting of planning approval must not be taken to imply that consent has been given in respect of the above.

Foul Water Drainage:
All foul sewage or trade effluent, including cooling water containing chemical additives, or vehicle washing water, including steam cleaning effluent shall be discharged to the public foul sewer with the prior approval of Anglian Water services.

Pollution Control:
Surface water from roads and impermeable vehicle parking areas shall be discharged via trapped gullies.

Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from lorry parks and/or parking areas for fifty car park spaces or more and hardstandings should be passed through an oil interceptor designed compatible with the site being drained. Roof water shall not pass through the interceptor.

Surface water drainage from covered or underground parking areas shall be discharged to the public foul water sewer with the prior approval of Anglian Water Services.

Drainage from open parking areas that will discharge, directly or otherwise, to a surface watercourse must be first passed through an oil interceptor. The Environmental Permitting Regulations make it an offence to cause or knowingly permit any discharge that will result in the input of pollutants to surface waters.

Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters

INFORMATIVE: This planning permission should be read in conjunction with its associated deed of planning obligation prepared under s.106 of the Town and Country Planning Act 1990 (as amended)

Reasons for Approval

1. This development has been approved, conditionally, because subject to those requirements it is considered to generally conform to the Development Plan, particularly the following policies:

Cambridgeshire and Peterborough Structure Plan policies: P6/1 P9/8 P9/9

Cambridge Local Plan (2006): 3/1 3/4 3/6 3/7 3/11 3/12 3/13 3/15 4/4 4/11 4/12 4/13 4/14 4/15 6/10 7/2 8/2 8/3 8/4 8/5 8/6 8/9 8/10 8/11 8/13 8/16 8/18 9/1 9/9 10/1

2. The decision has been made having had regard to all other material planning considerations, none of which was considered to have been of such significance as to justify doing other than grant planning permission.

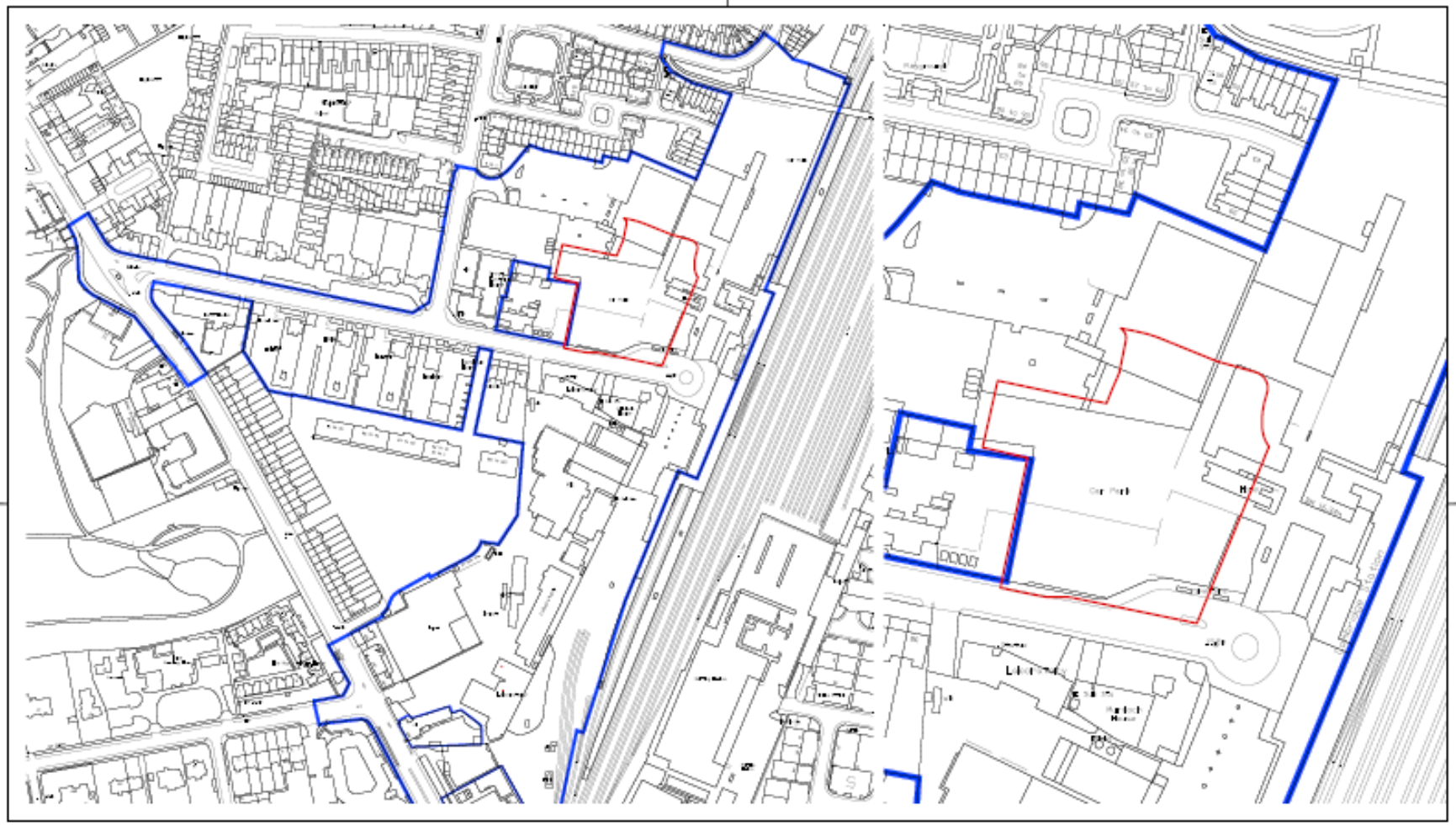
These reasons for approval can be a summary of the reasons for grant of planning permission only. For further details on the decision please see the officer report online at www.cambridge.gov.uk/planningpublicaccess or visit our Customer Service Centre, Mandela House, 4 Regent Street, Cambridge, CB2 1BY between 8am to 6pm Monday to Friday.

2. Unless prior agreement has been obtained from the Head of Planning, in consultation with the Chair and Spokesperson of this Committee to extend the period for completion of the Planning Obligation required in connection with this development, if the Obligation has not been completed by 30 November 2012, or if Committee determine that the application be refused against officer recommendation of approval, it is recommended that the application be refused for the following reason(s):

The proposed development does not make appropriate provision for transport mitigation measures/infrastructure provision, mitigation of potential for overspill parking, the funding and agreement of the a Travel Plan Co-Ordinator, public art, restriction on occupation of offices and monitoring in accordance with Cambridge Local Plan 2006 policies 3/7, 5/11, 7/2, 8/2, 8/3, 9/9 and 10/1, Cambridgeshire and Peterborough Structure Plan 2003 policies P6/1, P9/8 and P9/9 and as detailed in the Planning Obligation Strategy 2010, the Public Art Supplementary Planning Document 2010 and the Southern Corridor Area Transport Plan 2002.

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

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General Notes

1. Drawing indicates design intent only.
2. The contractor is responsible for taking and scheduling all dimensions on site.
3. Do not scale from drawings.
4. Report all discrepencies to the architect before proceeding.

Revision Date Description

Client
BROOKGATE

PRINGLE BRANDON DREW

PRINGLE BRANDON DREW LLP 10 BONHILL STREET LONDON EC2A 4QJ
T +44 (0)20 7496 1212 E post@pringlebrandondrew.com
Registered office in England and Wales No. OC355461 10 Bonhill Street London EC2 4QJ

Project
CAMBRIDGE CB1
ONE, THE SQUARE

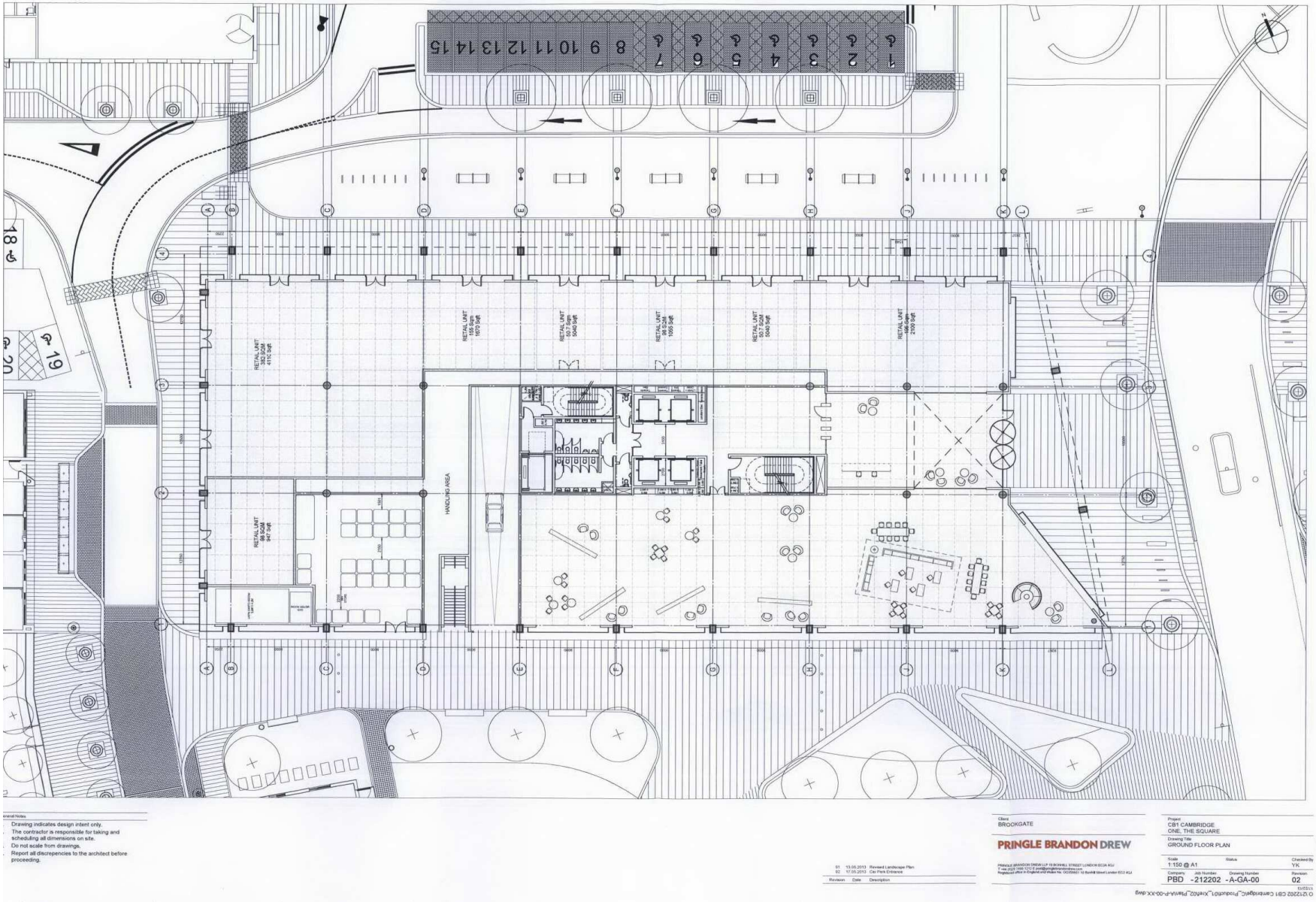
Drawing Title
LOCATION PLAN

Scale	Status	Checked By
1:2500/1:1250 @ A3		YK

Company	Job Number	Drawing Number	Revision
PB	-212202	- A-GA-LOC	#####

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General Notes

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4. Report all discrepencies to the architect before proceeding.

Revision	Date	Description
01	13.05.2013	Revised Landscape Plan
02	17.05.2013	Car Park Entrance

Client
BROOKGATE

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Project
CB1 CAMBRIDGE
ONE, THE SQUARE

Drawing Title
GROUND FLOOR PLAN

Scale	Status	Checked By
1:150 @ A1		YK

Company	Job Number	Drawing Number	Revision
PBD	-212202	-A-GA-00	02

17/05/13

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01 EAST ELEVATION
1:200
02 WEST ELEVATION
1:200
PRINGLE BRANDON DREW
EAST/WEST ELEVATION
1:200 @ A1
PB -212202 -A-ELE-EAST

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PLANNING COMMITTEE **03rd July 2013**

Application Number	11/1294/FUL	**Agenda Item**	
Date Received	31st October 2011	**Officer**	Miss Sophie Pain
Target Date	30th January 2012		
Ward	Petersfield		
Site	Travis Perkins Trading Co Ltd Devonshire Road Cambridge CB1 2BJ		
Proposal	Demolition of existing depot building and redevelopment of site to provide: 43 residential units (comprising 18 2-3 bed houses, 6 2-3 bed coach houses and 19 1-2 bed flats), public open space including a play area, and associated works including landscaping, new access and parking.		
Applicant	Mr C Abel		

SUMMARY	The applicants have demonstrated that the application site has a viability issue and that as such the provision of a policy compliant Affordable Housing and S106 package is not possible on this site. The Council have accepted this position after lengthy assessment by an external viability consultant and by colleagues within Strategic Housing. With regard to other matters, the development accords with the Development Plan for the following reasons: The design and scale of the building proposed are appropriate to the context. The submission does not raise any issues of highway safety. The proposed development provides acceptable levels of car parking.
RECOMMENDATION	APPROVAL

A.0 INTRODUCTION

0.1 The existing Travis Perkins site is 1.23 hectares and it is proposed to sub-divide the site into two. For this reason there are two planning applications before Planning Committee. This application seeks consent for the demolition of the existing building on site and to construct 43 residential units, public open space and associated works including landscaping, new access and parking (the residential scheme). The application site extends to 0.81 ha and roughly covers the southern two thirds of the existing site. The northern third of the existing site is the subject of the parallel application (11/1295/FUL) for the erection of a new depot building, parking, circulation and external storage yard for use by Travis Perkins (the depot scheme).

0.2 A viability assessment was submitted with the application which examined whether the proposed development could achieve the minimum receipt required to enable Travis Perkins to retain and re-develop part of the site and relocate the remaining facilities to a comparable site within the Cambridge area.

0.3 As part of the determination of the application, officers have procured an independent viability consultant from the District Valuer Services (DVS), who has reviewed the viability assessment and associated plans and provided Officers with a report detailing their professional view on the viability of the site to provide a development that was capable of a complete S106 package and 40% affordable housing provision in accordance with planning policy

0.4 The conclusion of this report is that a scheme with 40% affordable housing, a policy compliant S106 contribution of £289,930 and a profit level of 17.5% demonstrated a residual land value of £1,546,933. This is a deficit of £1,943,067 from the benchmarked value of the site and as such is not viable. This matter of viability is discussed at great length and detail within the associated section of this report.

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The existing Travis Perkins site lies on the east side of Devonshire Road. It is a broadly rectangular plot with a small narrowing to the southern end of the site, nearest Angus Close.

1.2 The land is presently occupied by Travis Perkins, a Builders Merchant, who have been on the site since the 1970's. The site is predominantly covered with concrete hardstanding and a large building located centrally to the site that is constructed from brick and sheet roofing. The western half is a single storey structure that extends to two storeys in height. The north-west and west of this structure is used for retail and office space. The central and eastern parts of this structure are used for general storage of building materials. There is a further wooden structure in the south west corner of the site that is entirely open and this is used for the storage of wood and other materials. At present, the site has a single access point from the north west corner directly from Devonshire Road.

1.3 On the opposite side of Devonshire Road, facing the site, are two-storey brick houses from the mid-twentieth century, arranged in short terraced blocks, with small front gardens. To the south is Angus Close, which is a cul-de-sac of two storey semi detached properties that face either the Close or onto Devonshire Road and were built during the late 1980's/early 1990's.

1.4 On the east boundary, the site borders Network Rail land. Between the common boundary and the main London-King's Lynn railway line are some sidings, which remain in use and a maintenance track that is used by Network Rail operatives. Informal parking by Network Rail also occurs along this boundary too.

1.5 To the north, there is a vehicular access that leads to a dead end, but provides access to the rear of properties on Mill Road. These properties are a mix of two storey houses and flats over shops, whose windows face southwards, towards the site.

1.6 The application site is designated as site 5.09 in the Proposals Schedule of the Cambridge Local Plan (2006), which is allocated for housing. The application site is within the City of Cambridge Conservation Area No.1 (Central) and is addressed by the Mill Road Conservation Area Appraisal 2011

1.7 Although none of the buildings are listed, either nationally or locally, there are two of some interest, which are a water tower to the north east corner of the site and a railway shed that is embedded within an existing building on the site.

1.8 The section of Devonshire Road bordering the site falls within a Controlled Parking Zone. Along the western edge of the site, there is a protected tree belt (TPO) which has a variety of trees, some smaller but also larger mature specimens such as an Ash and a Sycamore and was originally grown in order to screen the builders merchant from the residents opposite.

2.0 THE PROPOSAL

2.1 The residential scheme, is based around a central open space, which is surrounded by a shared use surface for vehicles and pedestrians around its circumference and accessed from a new vehicular access created midway along the Devonshire Road frontage of the site.

2.2 The form of development is split into two areas. It is proposed that 14 houses be located fronting Devonshire Road; two semi-detached properties and a terrace of three to each side of the newly formed entrance. These houses are two storeys in height with pitched roofs and a buff brick to respond to the use of materials in the area. These houses would be set back from the road to facilitate a landscaped buffer of 8 m which would enable the widening of the footpath and to provide semi-mature street trees to replace the existing ones that would be removed. They each have their own associated gardens and garage, that are accessed from the internal shared surface road.

2.3 To the rear of the houses are coach houses or flats over garages (FOG's) that face the internal open space and are accessed from this aspect too. Beneath these coach houses are an associated garage, that provides car parking, cycle parking and bin storage for the residential property. There are a further four houses that are also situated around the central open space, with their associated private gardens.

2.4 Along the eastern boundary with the railway line it is proposed to site an apartment block that is four storeys in height and provides 19 one and two bed flats with associated undercroft car parking and areas designated for secure cycle parking and refuse storage.

2.5 The application proposes to include an area of public open space that is central to the site and measures approximately 43

m x 23 m at its widest points. Within this space is a children's play area, which will incorporate natural features and the ability to provide public art, which will use inspiration from the neighbouring railway line. This space will also provide seating and restful areas for residents or members of the public.

2.6 The internal road that circumnavigates the public open space will not be adopted by the Highway Authority, but will be built to their specification in order to allow the refuse vehicle to access and collect waste from within the site.

2.7 It is proposed to remove the existing protected tree belt that borders the side to the west and to replace this belt with approximately 14 street trees that will provide a landscape buffer to Devonshire Road. They will be planted so that there is appropriate space between trees in order for them to thrive in this location.

2.8 The applicants propose that the internal road be provided as part of the Chisholm Trail that is proposed to be constructed along this section of the railway line, as part of a strategic cycle network.

2.9 The application is accompanied by the following supporting information:

1. Design and Access Statement
2. Public Art Strategy
3. Air Quality Assessment
4. Ecology Report
5. Economic Statement
6. Flood Risk Assessment
7. Foul Sewage and utilities Assessment
8. Heritage Statement
9. Land Contamination Assessment
10. Landscaping Proposals
11. Noise Impact Assessment
12. Draft Heads of Terms for Planning Obligations
13. Site Waste Management Plan
14. Statement of Community Involvement
15. Transport Assessment
16. Travel Plan
17. Tree Survey
18. Ventilation and Extraction Statement

19. Viability Assessment

2.10 Since the submission of the initial application, amended drawings and additional information have been received. These details respond to comments made relating to the provision of the Chisholm Trail, further analysis of the submitted transport assessment, refuse collection and car and cycle parking provision.

2.11 Further consultation regarding the proposed amendments has been undertaken with all relevant consultees and residents who were notified of the application. Their additional comments have been reported below and taken into consideration when assessing the application.

3.0 SITE HISTORY

Reference	Description	Outcome
11/1295/FUL	Demolition of existing depot building and redevelopment of site to provide: remodelled Travis Perkins depot including the erection of a new depot building and reconfiguration yard area and landscaping.	Pending
C/97/0124	Erection of a new warehouse (648msq) on site of existing office/sales building (246msq) (to be demolished) at Builders Merchants Yard (Sui Generis).	Approved
C/87/0638	Retention of temporary buildings (Extension of period consent)	Approved
C/87/0434	Erection of single storey office extension and cladding of existing warehouse walls.	Approved
C/77/0288	Erection of a storage building	Approved
C/79/1015	Erection of warehouses, offices and timber store together with the laying out of parking spaces and landscaping (submission of reserved matters)	Approved
C/69/0045	Use as warehousing supplementary to business in adjoining buildings and premises	Approved

4.0 PUBLICITY

4.1 Advertisement: Yes
Adjoining Owners: Yes
Site Notice Displayed: Yes
DC Forum (meeting of 18th January 2012): Yes

The minutes of the DC Forum are attached to this report as Appendix 1.

5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridgeshire and Peterborough Structure Plan 2003 policies, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridgeshire and Peterborough Structure Plan 2003	P6/1 P9/8
Cambridge Local Plan 2006	3/1 3/4 3/6 3/7 3/8 3/11 3/12 3/13 4/4 4/11 4/13 5/1 5/5 5/10 5/12 5/14 8/1 8/2 8/4 8/5 8/6 8/8 8/10 8/16 8/18 10/1

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

Central Government Guidance	National Planning Policy Framework March 2012 Circular 11/95 Community Infrastructure Levy Regulations 2010
Supplementary Planning Documents	Sustainable Design and Construction Waste Management Design Guide Affordable Housing Planning Obligation Strategy Public Art
Material Considerations	<u>Central Government</u>: Letter from Secretary of State for Communities and Local Government (27 May 2010) Written Ministerial Statement: Planning for Growth (23 March 2011)
	<u>Citywide</u>: Arboricultural Strategy Cambridge and South Cambridgeshire Strategic Flood Risk Assessment Cambridge and Milton Surface Water Management Plan Open Space and Recreation Strategy 2011 Cambridge City Council - Guidance for the application of Policy 3/13 (Tall Buildings and the Skyline) of the Cambridge Local Plan (2006) (2012)

	Cambridge Walking and Cycling Strategy Protection and Funding of Routes for the Future Expansion of the City Cycle Network Cambridgeshire Design Guide For Streets and Public Realm Cycle Parking Guide for New Residential Developments Air Quality in Cambridge – Developers Guide
	Area Guidelines: Eastern Corridor Area Transport Plan Mill Road Area Conservation Area Appraisal (2011)

6.0 CONSULTATIONS

External Consultees

Cambridgeshire County Council (Highways)

First Response (5th December 2011)

6.1 A layout plan showing the dimensions of garages, parking spaces, roads and footways is required. This plan should also mark the existing on street parking provision on Devonshire Road.

It is unclear if the internal roads will be offered for adoption. If this is the intention, then there are features such as allocated on street parking that would be unacceptable.

The developer shows a potential cycle linkage to the railway, however does not provide a cycle facility alongside the railway, assuming provision by others or diversion into the estate for any cyclists travelling along this route. This would be inconvenient and awkward provision of what would be a commuter route.

Second Response (14th December 2011)

If the internal road is offered for adoption, then parking would need to be excluded, whilst providing within the site a minimum 5 m width of shared surface, with two 0.5 m wide maintenance strips and suitable locations upon which to place street lighting and at the access 5 m of carriageway with two 2 m footways.

Given the location of the site in close proximity to the railway station, a Traffic Regulation Order restricting parking would be sought if the internal road were offered for adoption and parking would be restricted to Resident Permits.

Future residents will automatically be excluded from rights to obtain Residents Permits, but would, unless excluded by amendment of the existing Traffic Regulation Order have access to Visitor Parking Permits within the existing Residents Parking Scheme on Devonshire Road. This would place added demand for existing residents for the limited spaces available, to the detriment of the existing residents amenity. For this reason, as part of the Section 106 Agreement, the applicant should be required to amend the TRO to remove any properties within the application boundary from rights to Visitor Parking Permits.

Cambridgeshire County Council (Transport)

First Response (12th January 2012)

6.2 The transport assessment has no calculations to support the trip generation of the new dwellings and without this information, officers are unable to form a view as to whether a corridor transport contribution is required. Furthermore, no assessment has been made of the impact of generated traffic on the surrounding highway network, while the draft travel plan contains little information and carried no weight.

Second Response following submission of information (6th December 2012)

In order to inform future residents of the site a 'light touch' residential travel plan which should include 'welcome packs' for new residents including information on non-car travel opportunities and thereby seeking to encourage sustainable

travel patterns from occupation is sought through an appropriate condition.

Cambridgeshire County Council (Walking and Cycling Officer)

6.3 Concur with the City Council Walking and Cycling Officer and are of the view that the development should secure an alternative route through the site, should Network Rail not offer up the land as this would ensure that the strategic cycle route would not be endangered.

Environment Agency

6.4 The proposed development will be acceptable only if planning conditions are imposed requiring the submission and subsequent agreement of further details relating to groundwater and contaminated land issues.

Anglian Water

6.5 The submitted water strategy/flood risk assessment is acceptable to Anglian Water were it is relevant to them. It is requested that the agreed strategy is reflected in the planning approval.

Cambridgeshire County Council (Education)

6.6 Submission to indicate that there is insufficient local pre-school and secondary school provision and as such a contribution is sought in line with the Planning Obligations SPD (2010).

Contributions are also sought for life long learning.

Cambridgeshire County Council (Archaeology)

6.7 The area lies in an area of Cambridge developed from the late 19th and early 20th centuries. Consequently, the area has seen relatively little archaeological work and the potential for significant archaeology of pre medieval date can be considered uncertain. Investigations to the south west have identified evidence for activity of Roman date. There is also potential for evidence of the late 19th century industrial development of the site to survive and buildings associated with the railway located

in the area too benefit from recording prior to demolition. For this reason, the imposition of an appropriate condition is required.

Ministry of Defence

6.8 There are no safeguarding objections to this proposal.

Internal Consultees

Head of Environment and Refuse

First Response (15th December 2011)

6.9 Due to the location of certain activities within the proposed neighbouring depot site, which includes the location of skips, future residents will be exposed to excessive noise that will result in possible noise nuisance complaints. Additionally, there is insufficient provision for access to and collection of waste and recycling. As such the proposed application cannot be supported.

The Air Quality Assessment has been reviewed and in relation to the transport assessment it indicates that there will be marginally fewer trips as a result of the proposed development. Although there will be a small increase in car trips, the reduction in HGV trips will be approximately 65% and as such the overall impact on air quality would be neutral or slightly improved.

Second response (11th January 2013)

Following revisions to the location of activities within the proposed depot site and the provision that a condition is imposed on the neighbouring site that fixes the layout, the threat of excessive noise to the future residents of this application site is minimal and acceptable to officers. Furthermore, providing that the internal road is built to adoptable standards, which can be conditioned, the waste arrangements have been amended in such a way that they are now acceptable and the waste can be accessed and collected in a manageable way.

Urban Design and Conservation Team

First Response (4th January 2012)

6.10 The comments by Urban Design and Conservation are attached as appendix 1. In summary, the proposed development is generally acceptable in design terms, however there is the suggestion that the following key concerns are addressed before the application could be supported;

- Segregated and more direct access to bin storage areas for apartment blocks
- Provide information as to how parking will be controlled and how waste refuse vehicle movement will be accommodated
- Direct front door access for ground level central amendment units
- An improved layout around units 15 and 16 with revised parking arrangement and greater street frontage for the units
- Provide more information in relation to hard landscaping
- 2.5 m x 5 m parking spaces provided within the apartment block

Second Response (12th December 2012)

Following consideration of the amendments, the access to waste storage areas has been widened and are more direct, which is considered acceptable.

The revision of car parking spaces within the apartment block is in line with the previous comments and the arrangement of car parking to the south of the public open space has also been revised.

Cambridge City Council Access Officer

6.11 The site needs to show where the 15% housing suitable for older and those with disabilities is located. Further information on how visually impaired people will cope with the site is also required.

Head of Strategic Housing

19th December 2011

6.12 The applicant has put forward two options for affordable housing, this is that no affordable housing provision is provided and the second comprises one New Build Homebuy 1 bed apartment. Neither of these options comply with policy 5/5. Discussions have taken place with the applicant, Explore Living, regarding the viability of the scheme but a conclusion as to the level of affordable housing to be delivered on site is yet to be agreed. Until an independent assessment of the viability of the scheme has been completed the comments are governed by policy.

Policy 5/10 requires a mix of dwelling sizes and types to be provided on sites of 15 dwellings or more. If the guidance within the Affordable Housing SPD were adhered to, the mix for 17 affordable houses would be 2 x 1 bed dwellings, 7 x 2 bed dwellings and 8 x 3 bed. This mix is not met.

With regards to tenure mix, the SPD states that the Council should achieve 75% social rented and 25% to be intermediate housing. This equates to 13 social rented and 4 intermediate for this scheme. However, in order to assist with viability, there may be an agreement to consider an alternative tenure mix.

It should be noted, for design purposes, apartments for Affordable Housing over 3 storeys will be required to have lifts to enable accommodation to be suitable for older persons or people with disabilities.

18th June 2013

The applicants have demonstrated that the application site has a viability issue and that as such the provision of a policy compliant Affordable Housing and S106 package is not possible on this site. The Council have accepted this position after lengthy assessment by an external viability consultant and by colleagues within Strategic Housing.

This assessment has led to a series of options that are presented to Members on the basis of what level of Affordable Housing provision can be provided either on-site, off site on a

lower value site, or on a Registered Provider or City Council development site. As officers we would seek a view on the preferred option for delivery of Affordable Housing by Members of the Planning Committee and that on this basis, officers will refine the assessment further and return to Committee with a draft Affordable Housing proposal for agreement by Members prior to its completion.

Senior Sustainability Officer (Design and Construction)

First response (2nd December 2011)

6.13 A sustainability checklist was not submitted with the application to meet the requirements of policy 3/1. There is a small section within the Design and Access Statement but with very little that relates to sustainability, and as such it has been difficult to assess whether a holistic approach to sustainable development has been taken.

An energy strategy assessment was submitted with the application. The hierarchical approach to reducing carbon emissions is fully supported, as is the ambition to meet the energy and carbon emission requirements of level 4 of the Code for Sustainable Homes. It is not clear from the proposals whether the new units will achieve an overall Code for Sustainable Homes rating or if the development is just targeting the energy/CO_2 elements of the Code.

Photovoltaics have been chosen as the preferred technology and it is estimated that these will achieve a 16.42 tonne reduction in CO_2 emissions per annum. On the basis of the feasibility assessment provided, it is felt that this technology will be suitable for this development, and as such support the approach to meeting the 10% requirement.

Second response (13th December 2012)

Following review of the sustainability matrix, the area of concern relates to no target for the residential scheme in relation to the reduction of water consumption. Although there are no policy requirements in relation to water consumption, the impact of new development on water resources is considered within the NPPF. Therefore it is recommended that consideration be

given to achieving at least Code for Sustainable Homes Level 3/4 requirements.

Head of Environment Services (Refuse)

6.14 The entrance roadway will only be adopted and without the remaining roadway being adopted, the refuse vehicles will not travel on it and therefore access to bins will not be possible. Refusal is recommended.

The flats do not show any provision for organic waste and it is not clear how the capacity per person for different waste streams has been calculated.

Space should also be provided within the kitchen areas of each premises for the indoor storage of three streams of waste, before transport to the external bins.

It is also noted that in many areas residents are expected to pull bins past parking bays this is not recommended.

Second response (18th December 2012)

Providing that the internal road is constructed to adoptable standards and that there are bollards.

Planning Policy Team

6.15 A key issue is related to the provision of open space on the development. The Councils Open Space and Recreation Strategy 2011 addresses levels of provision within the wards of the City. Petersfield Ward is an area deficient in open space with only 1.53 hectares of Protected Open Space per 1,000 population. There is a particular shortfall of informal open space in particular.

The proposed development seeks a mix of on and off site provision for informal open space. As there is already a deficit in open space provision it is imperative that the site provides as much informal open space as possible onsite. Without justification for why 100% provision cannot be provided, support is not forthcoming.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

6.16 The consideration of infiltration devices is fully supported, although care should be taken regarding ground contamination and winter ground water levels. The proposals do offer the potential for a central rainwater garden to manage the surface water and this would be explored. It is recommended that a condition requiring a full foul and surface water drainage strategy be required, including details of adoption and maintenance.

Head of Streets and Open Spaces (Tree Team)

6.17 The tree belt along Devonshire Road is a valuable visual and environmental addition to the area and as such its loss is not acceptable. As such, the proposal for its removal is strongly objected too.

Any development of this site should incorporate the retention of the tree belt as a whole, however, it is accepted that some management would be appropriate for the future enhancement of the belt.

Head of Streets and Open Spaces (Nature Conservation Officer)

6.18 The ecological survey and assessment describes the current low ecological value of the proposed development site but does not attempt to indicate the sites associated with the surrounding ecological network. Ideally the report would reference the tree survey, proposed tree protection and the landscape proposals, explaining how they will seek to enhance biodiversity within the scheme.

Head of Streets and Open Spaces (Landscape Team)

6.19 The arboricultural assessment concluded that the existing trees along Devonshire Road boundary do not merit retention for the proposed development. This view is shared by the landscape team.

The retention of the dense screen is not considered an appropriate boundary and the proposed development seeks to

take an opportunity to improve the street scene of Devonshire Road for perpetuity with the planning of new trees which allow permeability and light into the application site.

The proposed replacement tree planting along Devonshire Road is supported, although the spacing is not considered appropriate.

The concept of the pocket park is supported, but the success of the space is dependent upon the assurance that the edge of the space does not become lined with parked cars.

The 'green walls' referred to on the landscape plans are not green walls but are climbing plants.

Should the application be approved, conditions relating to hard and soft landscape plans will be required.

Second Response (6th December 2012)

The proposed reduction in the depth of the planting beds adjacent to the dwellings is not supported for a number of reasons. The revised width of the beds are not sustainable and nor are they going to provide any meaningful defensible space for the residents.

Head of Streets and Open Spaces (Walking and Cycling Officer)

Cycle Route

6.20 The route of a potential cycle route along the railway has been identified within a document and it identifies which sections of this route should be safeguarded as allocated development sites are brought forward. This application is one of those development sites. Whilst it is recognised that the space may be available on Network Rail land there is a reduction is space available at the southern end of the development site. FO this reason a 5 m strip is required and the preferred option is for it to be along the eastern edge of the development.

The current proposal of locating the cycle route on the road within the development requires significant changes to become acceptable;

- A method of managing car parking needs to be agreed so that parked and manoeuvring cars do not impinge the cycle route.
- The design of the access and exit routes into the internal link are designed to be more cycle-friendly without sharp 90 degree turns.
- No trees are planted on the access and exit paths.
- It is made clear to future residents that this link is provided for and that large numbers of cyclists and pedestrians are predicted to use it.

Cycle Parking

Most of the cycle stores do not provide convenient access. The cycle parking for the terrace housing does not provide enough space to accommodate the 3 cycle spaces required. It is recommended that cycle parking is provided to the front of these houses.

Cycle parking for plots 2,5,6,8 and 10 appear to be uncovered and insecure. There are other plots where the cycle parking is not in accordance with the required standards and needs to be re-visited.

Access to the cycle parking proposed for the flats is unacceptable due to poor access as the paths are too narrow and could be blocked by parked cars.

Second response (4th January 2013)

Greater Anglia have stated that they are supportive of providing a cycle and pedestrian link from the station northwards to the end of the land which they lease from Network Rail running adjacent to approximately the first third of the Travis Perkins site. There appears to be enough space on Network Rail land for a short section north of the Greater Anglia land but there is then a pinch point created by rails and gantry posts. Network Rail have also stated their support for the route in principle and agreed with Travis Perkins' property agent the need for a 'wedge' shape of land within the depot site in order to provide sufficient space for the cycle path. Attached is a plan showing this 'wedge' shaded.

The Chisholm Trail has support from Cambridgeshire County Council Cabinet and whilst funding has not yet been identified land must be safeguarded to enable the route to be implemented in the future. A similar agreement to safeguard a strip of land was made as part of the Leica site Section 106, on the eastern side of the railway and so a precedent has already been set.

In conclusion, it is essential that a strip of land is safeguarded within the area proposed to be used as the depot (as shown on the attached plan), for future use as a cycle/foot path within an agreed timescale.

Cycle Parking

The cycle parking for the blocks of flats is acceptable as long as the car parking spaces adjoining the access path to the cycle parking areas are designed to prevent poorly parked cars from blocking the path – e.g with some kind of lip or bollard.

The cycle parking for the housing is generally inconvenient and unlikely to be used. Some of the garages appear narrower than the recommended 3.3m width, with pinch points created by pillars and it will be difficult to get cycles past parked cars.

All cycle racks either within the garage or shed should be removed from the plans as this will make manoeuvring cycles in and out much more difficult, in some cases impossible.

Consultative Panels

Design and Conservation Panel (Meeting of 16th March 2011)

6.21 Minutes of Meeting;

- Devonshire Road frontage (Zone 1). There needs to be greater animation in the gable ends and windows.
- Trees. The Panel did not regard the trees in terms of the success of the scheme. The retention of the existing trees was not seen as essential although the Panel would stress the need to consult with local residents regarding the removal of these trees. Should the decision be made to fell the existing trees, the Panel would regard their replacement as essential. This would

allow the full length of the road to be formalised providing a screen to the depot building and consistency along Devonshire Road.

- Access. This is currently unformed and in need of further development.
- The ‘snake’ building (within Zone 2). This is a poor quality design in terms of both access to light and over development. The relationship between the terraces and the flats to the rear raises issues of overlooking.
- Western elevations. The addition of light wells and green facades would make the private garden spaces feel less prison-like.
- The need for an acoustic barrier is a constraint, which contributes to the change in architectural language across the development.
- Existing buildings of historic interest. Although outside the conservation area, the Panel would welcome an investigation into the water tower and railway shed that are currently disguised by the depot building.
- Public open space. This needs to appear more publicly accessible, with a designated area for ball games. (There are more subtle ways of keeping vehicles at a safe distance than with the high railing proposed.)

Conclusion

As no plans were provided, the Panel are able to make few comments on the Travis Perkins site, beyond its need to address its setting. As a step forward, the Panel would strongly urge the development of a Masterplan for the entire area that could reveal both the residential scheme and the commercial site with this context. In terms of density, the proposed residential development is by no means greedy, but nevertheless raises questions regarding access and the management of cars on site (particularly visitor parking). The ‘snake’ building needs further consideration as the units and rear garden spaces relate poorly to each other. The issue of the trees is a sensitive one but the Panel remain fairly flexible on the issue of retention or replacement.

Verdict was unanimous amber.

Design and Conservation Panel (Meeting of 18th January 2012)

6.22 Minutes of the meeting

- Public Open Space (POS). The Panel felt this area was still dissected and hope that more emphasis will be placed on providing an open, community space suitable for ball games and other forms of recreation. The Panel praised the artist's proposals for the area, but thought the architect's drawings conveyed more accurately the size of the open space than the artist's that tended to make it look too small.
- Shared surfaces. The Panel noted the issues surrounding refuse collection and the County Council's adoption of the road. Members were comfortable with the fact that adoption by the County would limit the choice of surface materials.
- Parking. The Panel would strongly encourage the prohibition of parking in order to maintain the qualities of the public open space.
- Devonshire Road. This is likely to become an increasingly busy thoroughfare as it links Mill Road with the Station area. The Panel would therefore welcome the introduction of benches for the benefit of the elderly and ambulant disabled, as well as any additional planting measures that would enhance the sense of community space.
- Tree belt. The Panel are in favour of continuing the tree line in front of the depot building but, in place of a uniform belt of trees, would welcome the introduction of trees that would create seasonal interest to supplement the retained trees and to introduce variety.
- The former train shed. With the prospect of losing all ancillary rail buildings as a result of the CB1 development, the Panel welcome the news that a photographic record will be made of the shed.

Conclusion

The Panel praised the design team for responding to the comments made last time. Members still feel that the garden spaces will be rather landlocked, but were prepared to accept the density of the building on this site and could therefore endorse the strategy that the design team proposed.

Verdict was unanimous green, subject to the recommendations made.

6.23 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

7.0 REPRESENTATIONS

7.1 The owners/occupiers of the following addresses have made representations objecting to the proposal:

- 9 Devonshire Road
- Top Flat 18 Devonshire Road
- 24 Devonshire Road
- 25 Devonshire Road
- 40 Devonshire Road
- 42 Devonshire Road
- 46 Devonshire Road
- 12 Angus Close
- 28 Emery Street
- 33 Glisson Road
- 18 Lyndewode Road
- 6 Kingston Street
- An address on St Barnabas Road
- One received with no postal address
- Glisson Road and Tenison Road Residents Association

7.2 The representations can be summarised as follows:

<u>Cycle Route</u>

- The proposed development layout should be revised to incorporate the planned cycle route alongside the railway station as the omission of this would be a lost opportunity.

<u>Provision of open space</u>

- The provision of open space on this site could be maximised through an alternative layout, which would enable it to be more accessible and usable in terms of people's perception;
- Small pockets of open space are rarely used if they do not offer a facility such as childrens play or a sporting facility.

For the public to benefit from the space, it needs to be located either surrounded by or adjacent to a public thoroughfare;

- There is little open space in the Petersfield Ward and no ability to purchase more with money provided by developers to compensate for lack of on site provision. Accordingly, the suggestion is that the site should provide sufficient on site open space as required by local plan policy.

Tree belt

- The trees have a positive impact on the setting of the conservation area and have a significant life span in front of them. Their removal and replacement with young trees is seen as unnecessary and in terms of the character of the area and sustainability and ecology;
- Given the time for trees to mature, it would be preferred if the best existing specimens were retained. Furthermore, a formal line of trees is out of keeping with the informal, non-uniform planting in the local area. A more informal arrangement of mature and new trees, with a variety of species would be more in keeping.

Devonshire Road Frontage

- The proposed linear park would work well with the retention of the existing trees. By recessing the housing back from the street, this standard of light and outlook will be retained for all the terraced housing opposite;
- The proposed houses are disappointingly bland and are a poor imitation of the Victorian properties opposite.

Choice of Materials

- The detailing of the proposed dwellings should be of the highest quality and the choice of materials, particularly the brick, should be carefully selected. This should be through condition and that these conditions are put to the Members of the Planning Committee rather than determined by officers under their delegated powers.

Design of Flat block

- The flats are of a monolithic nature and should be broken down to reduce their bulk. There is also an objection to the use of brightly coloured panels on the railway side of the building, which is a design element that ignores the established character of the area;
- It is unclear from the proposals whether the taller blocks of the flats would be visible over the proposed houses and visible to those within the existing Victorian properties on the opposite side of Devonshire Road.

Access to the Site

- The use of Angus Close as access to the new development would remove the need for a new access on Devonshire Road and the removal of trees. The road could be run alongside the railway line and combined with a cycle-pedestrian route, could provide an effective sight and sound barrier;
- Following a comment from another resident, residents of Angus Close object to the suggestion that the access road to Travis Perkins should be via Angus Close, in order to avoid another road junction on Devonshire Road.

Parking Provision

- Concern of parking pressures, especially upon Angus Close, which suffers from residents from Devonshire Road parking in the close. The level of parking on the site should be increased, to prevent parking pressures elsewhere.

Impact upon Education

- The number of new developments aimed at families in the Petersfield Ward, means that the catchment for Parkside Federation will become more strained.

Traffic Situation on Devonshire Road

- The proposed development provides an opportunity to address the rat-running on Devonshire Road

7.3 The owners/occupiers of the following addresses have made representations supporting the proposal;

- 132 Mill Road

7.4 The representation can be summarised as follows:

- Providing that the properties are no more than 2 stories in height and that the footpath is widened on Devonshire Road, the proposed development is acceptable.

7.5 The owners/occupiers of the following addresses have made representations objecting to the amendments to the proposal;

- 2 Angus Close
- 12 Angus Close
- 6 Kingston Street

7.6 The representations can be summarised as follows:

- Although the amendments improve parking, it doesn't address the issue of how the extra cars will manage at the junction with Mill Road;
- The road system is not prepared for any additional road users;
- The provision for more family housing means that there will be increased pressure on the local schools, both primary and secondary, which is not acceptable;
- Following a suggestion that the Chisholm Trail is run through Angus Close, residents are concerned as it is unsuitable as the Close is in constant use and there is poor visibility onto Devonshire Road from Angus Close, which would lead to accidents;
- The quality and design of the proposed build is exceedingly poor and entirely out of character with the existing housing on Devonshire Road;
- The provision of public open space is inadequate;
- Strong objection to the removal of the trees on Devonshire Road;

7.7 The following association of the following addresses have made representations both objecting and supporting the amendments to the proposal;

- The Indian Community and Culture Association, Old Mill Road Library, Mill Road.

7.8 The representations can be summarised as follows;

- The cycle route under the railway bridge will create a potential clash of cars and cycles along the same road and will be unsafe;
- Community facilities are being provided at this centre, which will be within reach of the residents of the development;
- Providing that the cycle route to and from the proposed development could be reconciled to the Association's satisfaction, then there could be mutual benefits arising from the proposed development.

7.9 A petition was submitted to the local planning authority with 32 signatures objecting to the proposed development.

7.10 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

8.0 ASSESSMENT

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

1. Principle of development
2. Context of site and design and the impact on the Conservation Area
3. Visual Impact, Landscape and Arboriculture
4. Ecology
5. Renewable energy and sustainability
6. Disabled access
7. Residential amenity
8. Environmental Health Issues
9. Refuse arrangements
10. Highway safety
11. Car and cycle parking
12. Strategic cycle route
13. Public Art
14. Public Open Space

15. Third party representations
16. Viability
17. Planning Obligation Strategy

Principle of Development

8.2 Policy 5/1 of the Cambridge Local Plan 2006 supports the provision of additional housing within the City and those which are 0.5 hectares, or more are identified on the Proposals Map. This site is such a site (5.09) and has been safeguarded for residential development. The site is presently occupied by an industrial use, but as the site has come forward for development, the preferred use is as housing, as proposed.

8.3 Central Government is committed to promoting more efficient use of land through the use of suitably located, previously developed land and buildings, in order to bring vacant and underused land back into beneficial use. This site is significantly underused as a timber merchant's and with improved procedures such as 'just in time' deliveries, there is the ability to condense operations onto a smaller site. For this reason, it provides the opportunity for the wider site to be redeveloped with housing at an appropriate density.

8.4 This application seeks to develop two thirds of the existing Travis Perkins site for housing, leaving the remaining third for the proposed new depot (11/1295/FUL). Policy 3/6 of the Cambridge Local Plan seeks for an application to demonstrate that where part of a site is being developed, that due consideration has been given to safeguarding appropriate future developments on the remainder of the site. The application has provided an option of how the layout and typology of housing could be replicated in a way that ensures that the proposed site has been developed with a coordinated approach in mind, should the final third become available for development in the future.

8.5 In my opinion, the principle of development is acceptable and in accordance with policies 3/6, 5/1 and 7/3 of the Cambridge Local Plan 2006.

Context of Site and Design and the impact upon the Conservation Area

8.6 The site lies in an area of predominantly housing, with the existing industrial use signifying an historic anomaly. The site is located within the City of Cambridge Conservation Area (No.1 Central), which is addressed within the Mill Road Conservation Area Appraisal. I will address the site in three sections in my consideration of the design.

Devonshire Road

8.7 The context for the terraced and semi detached properties that face Devonshire Road is the existing terraces on the opposite side. Those properties have a distinct rhythm to their appearance, with the regularity of features such as bay windows, recessed porches and traditional details like solider courses above window and door openings. Each property has a small defensible space to the front with a low brick wall. It is appreciated that these spaces are not necessarily utilised to their full potential and on the whole residents use this area for bin storage. This is not an attractive feature of the streetscene and a constraint that has been considered in the design evolution for the proposed houses on the site.

8.8 The proposed terraced houses face onto Devonshire Road and for this reason, face towards the Central Conservation Area and effect its setting. The buildings have been set back 8 m from the kerb, which has enabled a newly formed landscaped street frontage, which will be discussed in further detail below. Each of the properties, has a simple L shape porch, that provides a contemporary twist on the recessed porches opposite. A small garden is provided with associated soft landscaping and informal secure cycle parking to the front.

8.9 There are four pairs of semi detached houses, two sets to either side of the access into the site. These are 3 bed houses, which have larger proportions than the terraced houses as they sit within the centre of the frontage houses on Devonshire Road. These houses are 6.4 m in width by 9 m in depth. There are two houses that present their flank elevations to the access to the site and these have been detailed with a chimney breast and brick detailing that provides some interest to these elevations which are visible from the street. In order to improve surveillance of the entrance into site, the urban design team consider that a window should be inserted that serves the kitchen of each end house. I concur with this view and have

recommended a condition to this effect. The form of the houses takes a simple pitched roof, which measures 5.4 m to the eaves and 8.5 m to the pitch.

8.10 To the northern and southern ends of the semi detached house are a terrace of three 2 bed houses. In order to respond to the context, these buildings have smaller proportions than the semi detached houses. The houses are 6 m in width, akin to the proportions of similar Victorian terraces with a depth of 8 m. The building line to the front is maintained along the length of the site, but because of the difference in depth of the properties, the semi detached properties sit 1m deeper within their plots. The height of the terraced properties are 5.4 m to the eaves and 8.3 m to the pitch.

8.11 The design of these properties have been carefully considered and the successful design features of the Victorian terrace taken and adapted slightly to create a more contemporary version, but one that sits comfortably opposite the original properties. Details such as the chimney breasts on the two end houses, which frame the entrance into the site provide a successful detail which enlivens what would otherwise be a blank façade.

8.12 The use of buff brick with slate roofs is considered appropriate to the area, with areas such as the porch using modern materials, such as zinc to provide a successful contrast. The final materials have not been agreed, so a condition would be imposed requiring samples of all external surface materials prior to commencement of development. The windows and doors should be recessed to create an interesting frontage. These details can be conditioned.

Houses around the Public Open Space

8.13 Within the site itself, there are four houses, three situated to the northern edge and one to the southern edge. To reflect the character of the internal space, these houses are of a contemporary design with a flat roof and parapet. These properties have a double bay window, which faces into the site and the informal open space.

8.14 On the northern side of the site the properties work within a terrace along with a coach house (FOG), while on the southern

end the property is detached. The proportion of this house type is 6.4 m in width and 9 m in depth, the same as the semi detached properties along the frontage. The height is lower as it is within the centre of the site and there is a hierarchy to the heights of properties in this space with those on the boundaries higher than those within the site. As such this house type is 6.1 m in height.

Flats over Garages

8.15 Within the centre of the site, alongside the houses are flats over garages (FOGs) or coach houses. These line the southern boundary of the internal road and to a lesser extent, parts of the north and south boundary too. Those coach houses, that are on the southern side of the internal road, are located to the rear of the houses fronting Devonshire Road at the end of their associated gardens. Maintaining the height hierarchy across the site, these buildings are lower at no more than 6.4 m in height.

8.16 There are four coach house types which are proposed in order to respond to the context both within the site and amenity of future occupiers and to respond to properties outside the application site, such as those within Angus Close to the south. Principally, they follow the same design but depending upon orientation, number of bedrooms and the need to provide visual variety, there are some differences.

8.17 These dwelling types introduce balconies to the front elevations of the coach houses, overlooking the open space. There are also planting areas located on the roofs of carports between buildings, which provides an area for raised beds or pots.

8.18 These properties are constructed from the palette of materials that are to be used for the front properties, which assists in providing continuity through the site. These properties sit above their associated garage and either one or two garages that belong to other plots. The front door to the flat is separate from the garage and as such each element can be accessed independently from one another.

Apartment Block

8.19 To the east of the site, alongside the railway line, a four storey apartment block is proposed. This has in part, been designed to provide noise attenuation to the site, but the final design has been manipulated to break up the massing and appearance by incorporating glazed stairwells and varying heights, which also provides the opportunity to provide areas for planting for each flat.

8.20 Access to the flats is taken through the stair cores. The residents then access the individual unit via an external gallery access that is on the eastern elevation of the building, closest to the railway line. This provides a decked access to no more than 2 units. This solution to access the flats has come about through the internal layout and orientation of the flats and the need to place living areas and terraces to the front, overlooking the open space and away from the noise created by use of the railway.

8.21 At ground floor level there are two flats, with their own associated terrace, which are west facing. The remainder of the space is utilised as refuse and cycle storage to the rear of the footprint with undercroft car parking to the front. Moving up through the first and second floors the floorplan replicates itself with 7 units on each floor that have kitchens and bathrooms orientated to the rear of the units and the bedrooms and living rooms with associated terraces to the front.

8.22 On the fourth floor there are a reduced number of units, 3 in total, which is where the heights of the apartments rise above the three storey elements. This also provides for planting opportunities on the roof of the three storey elements as required by occupants. These roofs would also be utilised for PV panels, which are required to deliver the necessary carbon reductions.

8.23 The apartment block is 95.2 m in length, which is practically the length of the site along the eastern boundary because of the need for the building to also act as an acoustic barrier. In order to positively address the site the front elevation has been articulated with the use of glazed stairwells, terraces, windows and materials which produce a rhythm along its length, both horizontally and vertically. The predominant height of the

building is 10 m, although to create variety elements of the building rise up to 12.2 m with the staircores at a maximum of 13.2 m.

Impact upon the Conservation Area

8.24 The Mill Road Conservation Area Appraisal 2011 identifies that the character area, which Devonshire Road is in, has a principle townscape feature which is provided by the long rows of well detailed terraced or semi-detached houses with groups of buildings of a similar scale and design. It is considered that the proposed development has responded to this principle townscape feature in a positive way on the eastern side of Devonshire Road and that providing the use of materials and detailing of window reveals is of an appropriate standard, the proposed development would not harm the character or setting of the Conservation Area. Conditions can be imposed that ensure these details are appropriately carried out.

8.25 The Design and Conservation Panel requested that an investigation and record be made of the water tower to the north east of the site and the railway shed that is embedded in the existing depot building. This is because, although the structures are not listed, they are of interest and given the loss of ancillary railway buildings along this stretch of the railway line, it is considered appropriate that such a record is made. The applicants have agreed to this and a condition is recommended requiring a photographic record to be taken and archived appropriately.

8.26 In my opinion the proposal will not harm the Central Conservation Area and shall deliver a development that is sympathetic to its context and is therefore compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/12 and 4/11.

Visual Impact, Landscape and Arboriculture

8.27 To the front of the existing industrial site is a tree belt of protected trees, located behind a 2 m high close boarded fence, that abuts the public footpath. From representations received, I have assumed that this tree belt was grown in order to screen the industrial use from the residential properties opposite and it is approximately 25 years old. During its life, other trees have self seeded themselves and this belt has become more dense

and with minimal arboricultural work, it has become quite a competitive environment for the trees and in the view of officers is not in a good condition visually. However, it is accepted the residents do value the visual quality of the trees and the contribution that it makes to the character of the area.

8.28 The amenity value of this belt of trees is appreciated and its success in screening the industrial use is very effective. Considerable deliberation of how to incorporate this important feature into the proposed development has been considered in many formations. However, during later design decisions, an option was put before officers where the trees remained, with some appropriate arboricultural work carried out to improve their quality of life, or to remove the tree belt entirely and to landscape the area, incorporating a newly created line of trees and the ability to widen the public footpath, through the appropriate agreement with the local highways authority.

8.29 The application pursues the option to remove the existing trees in their entirety and to carry out landscaping proposals, which incorporate a replacement tree belt.

8.30 Taking consideration of representations, I understand the importance of these trees not just in terms of visual amenity, but the varied ecology that they also provide to an urban area of the city. I have visited the site on a number of occasions and throughout different seasons to observe the value that these trees provide to the local residents and surrounding area.

8.31 To pursue the development, while retaining the existing tree belt has its associated risks, which is primarily that the removal of the concrete hardstanding that the existing depot site sits upon, will destabilise the trees, but will also alter their environment in such a way, that they will not adapt successfully. While I appreciate that a proposed development should be designed with due consideration of the site constraints, protected trees being one of these, there are other difficulties that need to be addressed. The removal of the hardstanding needs to occur for the re-development of the site and while mitigation measures can be carefully put in place to manage any adverse impacts, the reality is these may not be successful. The existing tree belt has grown in competitive circumstances and if the belt were to be thinned out in order to provide the more substantial trees an opportunity they may not respond well to being exposed.

8.32 The tree survey that accompanies the application does not identify any of the trees as category A trees and instead they are mainly made up of category B and C, which while healthy, have a limited lifespan.

8.33 The application provides the opportunity to carefully design and landscape the eastern side of Devonshire Road, which has been left for a number of decades, with little investment in its appearance. To retain the existing tree belt, albeit thinned out, does not in my view or the view of the landscape architects provide an appropriate boundary to a residential development. The opportunity that this application proposes is one of great merit, which will allow the improvement of the street scene of Devonshire Road with the planting of new trees, and increase permeability and light into the application site, while still retaining an appropriate level of visual amenity to the existing residents.

8.34 The landscaping provides the opportunity to provide a visually important grassed area to the front of the proposed frontage properties that will be shaded from the replacement tree planting, which will provide an area where the public can rest or appreciate the visual richness that this proposed boundary will provide. A resident raised the concern that the row of trees were too formal and that a more informal arrangement like other groups of trees along the road, may work more successfully. Appropriate conditions would need to be imposed to ensure that the spacing, variety and maturity of the tree were appropriate for the location, but such conditions would be reasonable and appropriate to this application.

8.35 On balance, my recommendation is that the existing protected tree belt be removed and replaced with a new line of trees that adds visually quality and amenity to Devonshire Road and its occupants. I believe that to not take the opportunity that this development provides to plant a tree belt that is appropriate to a residential area and not for the purposes of screening an industrial use would be a regrettable one. In my opinion the proposed development is acceptable and provides demonstrable public benefits which outweigh the current amenity value of the trees. This is in accordance with the Cambridge Local Plan 2006 policy 4/4.

Ecology

8.36 The ecological survey and assessment describe the site as having a low ecological value. The assessment does not attempt to indicate the sites association with the surrounding ecological network, but with a knowledge of the site, the Nature Projects Conservation officer is of the view that the proposal will not have a negative effect on adjacent sites or species. The landscape strategy includes the planting of a native hedge along part of the northern boundary and this is welcomed. However, consideration should be given to the remaining planting proposals to ensure that they are of value to biodiversity and that ecological enhancements such as the provision of bat and bird boxes are provided within the development. This can be secured through appropriate conditions.

8.37 In my opinion the proposal is compliant with the Cambridge Local Plan (2006) policy 4/3.

Renewable energy and sustainability

8.38 The application is accompanied by an Energy Strategy Assessment, which sets out a hierarchical approach to reducing the carbon emissions of the development and assesses a range of renewable technologies that could be implemented to achieve the requirement of policy 8/16. This approach is supported by officers.

8.39 The option that has been progressed is the use of photovoltaic panels and it is estimated that these will achieve a 16.42 tonne reduction in CO_2 emissions per annum. The reduced efficiency of panels on the east facing roof slopes which are the houses fronting Devonshire Road have been taken into account when calculating the performance of the panels and that a larger array is to be installed on these dwellings to compensate for the loss of efficiency. The east facing roof slope is that which faces into the site and will not be visible from the street or adjacent Conservation Area. On this basis, it is considered that the technology will be suitable for this development and will meet the requirements of policy 8/16 of the Cambridge Local Plan.(2006).

8.40 The development also seeks to achieve Code level 4 and the installation of the PV panels represent an improvement over Part L of the Building Regulations of 25% or more, which allows the dwellings to meet code level 4 in this element. This is an approach which is fully supported by officers.

8.41 In my opinion the applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with Cambridge Local Plan (2006) policy 8/16 and the Sustainable Design and Construction SPD 2007.

Disabled access

8.42 The properties are built with level access, which enables those with disabilities to be able to access the ground floor of the proposed houses and the ground floor units of the apartment block. Although lift access is not provided to the upper floor flats, the external design, layout and access arrangements of the development would enable those with disabilities to move through the scheme, without a change of level. A car parking space for disabled users is also provided.

8.43 In my opinion the proposal is compliant (in respect of disabled access) with Cambridge Local Plan (2006) policies 3/7, 3/12 and 5/9.

Residential Amenity

Impact on amenity of neighbouring occupiers

8.44 Given the location and orientation of the site, there are limited concerns relating to the amenity of neighbouring occupiers. There are no issues relating to the relationship with the north, west and eastern boundaries. This leaves the southern boundary, which adjoins properties that front Devonshire Road and Angus Close.

8.45 Plot 1 of the proposed development sits further back than the building line of 108 Devonshire Road. For this reason, the flank wall of the new two storey property will be visible within the garden of 108 and to a lesser extent 107 Devonshire Road. The proposed property will be set off of the common boundary by between 1.6 m and 3 m and is located to the north of the these existing properties. The existing boundary consists of a

1.8 m close boarded fence, with no associated soft landscaping. The proposed boundary treatment, although final detail will be conditioned, is for a replacement fence, but given the nature of the existing use of the site and that No.108 does not have any windows on the north elevation, I consider that the proposed development will not have a detrimental or overbearing impact to the enjoyment of their properties and gardens.

8.46 With regard to overlooking, as plot 1 sits deeper into its plot than 108, views will not be obtained over their gardens as the angle will be very oblique and instead will focus over the car parking court associated with Angus Close.

8.47 The remaining consideration is the relationship of plot 16 to 107 and 108 Devonshire Road. Plot 16 is a coach house and has a balcony which looks into the centre of the application site. However, on the rear elevation there are two windows, which serve bedroom 2 and 3. The window to bedroom 2 is not of concern as it looks out over the parking court of Angus Close and consideration of the 45 degree angle confirms that overlooking would be minimal. However, the window to bedroom 3 is in a position where views could be obtained over the gardens of 107 & 108. The rear elevation of plot 16 is 11 m from the common boundary and I consider that a condition which requires details of boundary treatments could overcome any outstanding concerns with potential to include soft landscaping along this boundary to mitigate any overlooking.

8.48 I appreciate that the outlook of residents along Devonshire Road will change, but this does not affect their amenity in a detrimental way, given the distances between the properties and the presence of the highway. A resident has questioned the ability to see the flats from the first floor of existing properties on the opposite side of Devonshire Road. Given the height of the frontage properties at 8.5 m to the pitch and the apartment block reaching a maximum height of 13.2 m, there will be the ability to see the flats in the distance from the first floor windows. The proposed trees will provide some screening to these views, but obviously will not reach a height, even at full maturity to screen the flats entirely. However, given that the distance between the frontage of the existing houses and the flats is at the closest point approximately 60 m and at the widest, 85 m, I do not consider that overlooking, overbearing or loss of outlook impacts will be significant.

8.49 Residents are concerned about the additional car parking pressures the area would be subjected to as a result of this application and the existing competition for car parking spaces. Future residents of the site would automatically be excluded from rights to obtain Residents Permits for the existing scheme on Devonshire Road. However, they would have access to visitor and business permits. As the existing scheme is subject to very high competition from existing residents, the applicant has agreed to enter into a Section 106 Agreement that amends the existing Traffic Regulation Order. This will remove any properties within the application site from rights to a visitor and business parking permit. The cost of this amendment will be borne by the applicant. I consider that this is a pragmatic approach, that will safeguard the amenity of existing residents and will ensure that additional pressures are not put upon the existing residential parking scheme by this proposal.

8.50 With regard to the existing entrance to the depot, this is located on the north west corner of the site, close to the Mill Road junction and as such, although the number of larger vehicles will diminish, those towards the southern end of Devonshire Road are unlikely to feel the benefits. However, the number of small vehicle trips will increase, but not to a level that would be harmful to the amenity of those residents on the west side of Devonshire Road. This is explained further within the highway safety section of the report.

8.51 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2006) policies 3/4 and 3/7.

Amenity for future occupiers of the site

Noise

8.52 One of the principle concerns for the future occupants of the residential site and one that has provided a considerable design constraint on this site is the need to mitigate the level of noise that the occupants will be exposed to from the railway line and its associated uses and the proposed depot site to the north.

8.53 Beginning with the railway line, as it has been referred to in other parts of this report, the design of the apartment block had to fulfil the role of also acting as noise attenuation to the remainder of the site. This meant that the building had to be of a certain height and that there were to be no gaps within the block.

8.54 In order to ensure that future residents were not exposed to noisy activities related to the railway, and in order to minimise the need for mechanical ventilation the layout of the flats place noise sensitive uses such as bedrooms and living rooms facing into the site and the bathrooms and kitchens, face towards the railway line. Through this layout the need for any mechanical ventilation has been eradicated and the internal noise level at night time is less than 35 dB, which is acceptable to officers. Furthermore, the design of the building has ensured that the open space will not be subjected to more than 55 dB during the daytime which is also acceptable and demonstrated through the noise report that was submitted with the application and has been reviewed by relevant officers.

8.55 Moving onto the relationship of the site with the proposed neighbouring depot site to the north. Initially, the layout of the depot site showed areas for pallets and skips on the boundary with residential plots, 22 – 24 and their associated gardens. This was not considered acceptable despite the inclusion of a 2.8 m height close boarded fence along the neighbouring boundary. Given the noise that is associated with moving skips and pallets, the amenity for the future occupiers was likely to be poor. For this reason an amended layout plan for the depot, which moves noisy activities to the eastern boundary away from the residential site is considered to be acceptable and the close boarded fence will protect them from general vehicle noise. To ensure that this layout is implemented, a condition is recommended as part of my report on the depot site to prevent the layout from altering and potentially harming the amenity of the future residents.

8.56 As such, it is the view of officers that the future residents are protected from adverse noise impacts through the design and layout of the application site and the proposed neighbouring depot site. The level of noise that there are exposed to are within the acceptable parameters that officers would expect and

for this reason, we are confident that their level of amenity will be appropriate.

Relationship between Buildings

8.57 Given the nature of the layout of the site with parallel building lines, there are some incidents where further consideration of its impact upon neighbouring future residents needs to be considered.

8.58 The back to back distances of the frontage houses and the coach house is 8 m. However, the coach houses have flat roofs, which mean that they are no more than 6.4 m in height. Furthermore, given the orientation of the gardens, they will benefit from exposure to the sun for a significant part of the day and into the evening, making them very usable spaces. Consideration of window placement and the height of those within the coach houses ensures that the level of overlooking between properties and amenity space is reduced. In order to mitigate this potential conflict further, within coach house type A, the plans indicate the use of obscure glass to the windows to the second bedrooms. I consider that for the amenity of the future occupants of coach house A, this would result in an oppressive environment. Providing that the windows are placed at a high enough level obscure glazing would not be needed. This would be a preferable solution rather than obscuring them. This detail can be addressed through an appropriately worded condition.

8.59 The coach houses all propose balconies to the front of the properties to mitigate against overlooking into the gardens of the houses along the frontage. In some circumstances, planting area are incorporated at first floor level as an area for raised beds or pots. To ensure that these areas do not impact upon the residents of the frontage houses, a screen will need to be installed which prevents overlooking and is set in from the rear elevations of the coach houses so as not to create a blank two storey form onto the associated frontage houses gardens. The detail of this screen can be addressed through an appropriately worded condition.

8.60 There is one corner of the site that is constrained and this relates to plots 22 - 24 on the north boundary. Plot 24 is a two bedroom house whose aspect is west facing. At first floor there

is a window to a bedroom, which will have views across the gardens of plots 22 and 23. However, I believe that as this is a new development and within an urban location, some degree of overlooking is expected and that future occupiers will be aware of this when buying the adjacent properties.

8.61 In my opinion the proposal provides a high-quality living environment and an appropriate standard of residential amenity for future occupiers, and I consider that in this respect it is compliant with Cambridge Local Plan (2006) policies 3/7, 3/12 and 4/13.

Environmental Health Issues

8.62 A contaminated land assessment was submitted with the application, which during initial intrusive investigations has provided evidence of hydrocarbon contamination and as such a remediation options assessment was prepared. As the application does not contain structural drawings, officers are uncertain that the proposed mitigation measures are compatible with the proposed structures. Therefore, in order to resolve the issue, it is proposed that an updated ground gas risk assessment is undertaken prior to the commencement of development, which can be appropriately conditioned.

8.63 With reference to air quality, an assessment was submitted within the application, that also incorporated the proposed depot site. The development will result in an additional 37 car parking spaces as part of the change of use from commercial to residential. The Transport Assessment indicates that there will be marginally fewer trips as a result of this change of use – although there is predicted to be a small increase in the number of car trips there will be a 65% reduction in HGV trips, such that the overall impact on air quality would be neutral or slightly improved.

8.64 To protect the amenity of neighbours, a strategy for dust suppression should be submitted as part of a wider Demolition and Construction Environmental Management Plan (DCEMP) condition that provides details that prevent harmful environmental impacts occurring that may harm the amenity of neighbouring residents during the construction phase.

8.65 In my opinion, subject to the conditions indicated above, the proposal is compliant in respect of land contamination and air quality with Cambridge Local Plan (2006) policy 4/13 and 4/14.

Refuse Arrangements

8.66 Each house and FOG are provided with appropriate waste storage for three bins on plot, either by the allocation of space within their garden or garage. These are all within the appropriate dragging distances for occupants to locate their bins on the kerbside for collection by the refuse lorry.

8.67 The apartment block to the east of the site has the provision of communal refuse and recycling stores for the use of the occupants. Following discussions with the Waste Strategy Manager, the access routes to these stores were widened to ensure that the refuse team could pull the bins out without danger to parked cars within the undercroft.

8.68 Appropriate waste collection requires the collection vehicle to use the access road into the site, which the highway authority does not intent to adopt. This road must therefore be constructed and maintained to the standard necessary to accommodate heavy vehicles. The Waste Strategy Team are concerned that the costs of such construction and maintenance, through long-term use, do not fall on the City Council. In recent appeal decisions, the Inspector's have indicated that this issue could be satisfactorily addressed by a condition

8.69 In my opinion, subject to the conditions indicated above, the proposal is compliant in respect of waste storage and collection with Cambridge Local Plan (2006) policy 3/12.

Highway Safety

8.70 A capacity study of the junctions of Devonshire Road with Mill Road and Tenison Road was undertaken as part of the transport assessment, where the AM and PM peaks were recorded.

	Junction	Total trips for each scenario		Increase in Trips
		Do Nothing	Development	
AM Peak	Devonshire Road / Mill Road / Kingston Street	1018	1035	+17 (+1.7%)
	Devonshire Road / Tenison Road	736	759	+23 (+3.1%)
PM Peak	Devonshire Road / Mill Road / Kingston Street	891	925	+34 (+3.8%)
	Devonshire Road / Tenison Road	598	632	+34 (+5.7%)

8.71 This table demonstrates the greatest increase in traffic would be during the PM peak at the Devonshire Road and Tenison Road junction. However, it is the view of officers that a rise of no more than 6% in car trips from the proposed development is not significant enough to cause concern about the capacity of the junction with Tenison Road. Equally an increase of 4% at the Mill Road junction can be absorbed within the existing network. The issues raised by the highway authority about layout and dimensions can be satisfactorily addressed in my view by conditions and informatives.

8.72 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

Strategic Cycle Route

8.73 The Transport Officer at the County Council has indicated that the scheme should provide a through cycle route along the internal road to safeguard the completion of the Chisholm Trail strategic cycle route along the east side of the railway.

8.74 The submitted plans allow for the use of the internal access road as part of the Chisholm Trail. Landscaped areas would need to be sacrificed at the north and south ends of the apartment block should the proposed Chisholm Trail be implemented and a link made either with the adjoining sites or

with the maintenance track that runs alongside the development on the Network Rail land.

8.75 However, officers, are concerned about the realistic ability of the internal road to perform as part of the strategic cycle route. The aspiration of the County Council is that approximately 2000 cyclists and pedestrians use the Chisholm Trail, which would mean all of them coming through the application site. While there are positive elements to this, in that it would be well lit and overlooked, I consider that the risk of collision and the level of adverse amenity to the future residents of the site far outweigh the positive benefits. There are 20 car parking spaces that are located along the internal road, where the route would be directed, the majority of these are within the undercroft of the apartment block. There are also the pedestrian comings and goings from the stairwells, refuse movements and residents who cycle all of which will also be using this shared route and will lead to the potential for collisions between users given the width of the space.

8.76 The applicants have explored the possibility of providing a route along the boundary with the railway line and bringing the apartment block into the site, but this had implications on the number of units that could be achieved on the site. This was also coupled with the problem that there was little guidance as to when the Chisholm Trail may be progressed and as such, there was little comfort to officers that in the interim, a landscaped buffer was the appropriate way forward. Furthermore, when assessed and judged against the 2006 Local Plan, there were no policy requirements for the provision of this within the site as explain further below.

8.77 The County Council's aspirations are based on the document 'Protection and Funding of Routes for the Future Expansion of the City Cycle Network', which provides supporting guidance to policy 8/5 of the Cambridge Local Plan 2006. Within the document, section 5.5 refers to the Trail using existing Network Rail access and maintenance tracks. Officers appreciate that this is only possible with the agreement of Network Rail. It is understood that communication is on-going with Network Rail regarding this matter. The accompanying map also indicates that it is only at the northern end of the site, within the proposed depot site, where the route is identified as being within the site.

8.78 Although for consideration as part of the Depot Scheme the wider context for the Chisholm Trail needs to be understood. Discussions have been undertaken with Network Rail to identify a pinch point towards the north end of the Travis Perkins site, which is caused by the positioning of gantries. To move the gantries would potentially render the provision of the strategic cycle route unviable. As such, there is a requirement for a small wedge of land, not more than 4 m in depth, along the eastern boundary of the depot site. This wedge of land can be secured via a Section 106 Agreement, attached to the depot application. In saying this, Travis Perkins have agreed that it would be feasible for them to continue operating on the site, even with the wedge of land removed from the site. Should an alternative site be found and Travis Perkins move, then this wedge of land would form a constraint on the future development of the site and would continue to be safeguarded for the implementation of the route.

8.79 Returning to the application site, I appreciate the view of colleagues that if Network Rail do not offer their land, then there needs to be an option within the site to allow the Trail to pass through it. However, in the form proposed, I do not agree that this route should be safeguarded as it does not provide a safe route through for users. Equally, I do not consider that there is a sufficient policy basis, to require that the layout of the proposed application site is fundamentally re-designed, given that the document 'Protection and Funding of Routes for the Future Expansion of the City Cycle Network' which explicitly proposes that the Trail is provided for on alternative land.

8.80 In my view, the proposal does not comply fully with policy 8/5 of the Cambridge Local Plan (2006), but this shortcoming does not provide a basis for refusal of the application; to do so would not be reasonable. An informative should urge the applicant to co-operate with the City and County Councils and adjoining landowners to achieve the best possible cycle access through the site.

Car and Cycle Parking

Car Parking

8.81 The proposal seeks 7 one bed units, 23 two bed units, and 13 three bed units. As the site is not within a controlled parking

zone, the maximum level of car parking which would be compliant with the City Council would be 30 + 26, a total of 56 spaces. The proposal includes car parking on a ratio of 1:1, irrelevant of the size of the unit, providing 43 spaces, of which 1 is suitable for disabled users. This provides 77% of the maximum level of car parking provision. In addition to this, the site also provides 6 visitor car parking spaces. The site would be managed by a management company, who would monitor the use of car parking spaces, including the visitor spaces, and penalize those who are misusing them.

8.82 In my view what is shown in this application is an appropriate level of car parking provision, which would limit the additional pressure on on-street car parking in the locality. Both residents and the highway authority have raised concerns about the level of on-street car parking which may result. Through the amendment to the Traffic Regulation Order, any further pressures created through visitor parking would be removed as future residents would not be eligible for visitor parking permits within the neighbouring residents parking scheme. The City Council already has adopted standards, and they are expressed as maxima.

Cycle Parking

8.83 The City Council's Cycle Parking Standards requires 129 cycle parking spaces for the combination of units proposed in the development. The application achieves this total at ground floor level, using Sheffield stands or secure sheds in individual gardens or within the associated garages. There is also the provision of Sheffield stands within the front gardens of the houses that front onto Devonshire Road, that provides space for 2 bikes and this is additional provision. These are a more informal arrangement and will not be covered, but are an alternative and more convenient location to putting the bikes in the rear of the plot, within their associated sheds.

8.84 The cycle parking associated with the apartment block is separated between 2 cycle stores, which have approximately 15 spaces in each. Each of these stores can be accessed from the staircores and are secure, with appropriate space for maneuvering bicycles in and out. They are located to the rear of the footprint and as the access to these stores are also used for refuse collection, the paths have been widened to at least

1.2 m. I appreciate the view that cars could park inappropriately and block access, so a condition will be imposed to prevent this from occurring. I recommend a condition on cycle parking details; this will enable officers to find a cycle parking solution which gives a higher priority to convenience, and more closely meets the Cycling Officer's aspirations.

8.85 In my opinion, subject to condition, the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

Public Art

8.86 The Public Art Delivery Plan explains that an artist has been commissioned to work closely with the project architects on developing a public art scheme. A number of potential schemes have been identified which incorporate artist interventions into the built environment and the community spaces such as the public open space. However, a public art scheme has not been agreed, and the public art delivery plan will need to be secured through an appropriately worded condition.

8.87 In my opinion the proposal is compliant with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and 9/8 and Cambridge Local Plan (2006) policies 3/7 and 10/1 and the Public Art SPD 2010

Public Open Space

8.88 Within the centre of the application site is an area designated for public open space (POS). This space is oval in shape and sits within the internal shared surface and has the ability to provide a pleasant outlook for those residents whose properties face into the site.

8.89 Policy 3/8 requires that provision be made for open space and recreation as part of the development. Given the nature and location of the development it is appropriate for there to be some provision of informal open space and play space on the site. Using the Guidance for Interpretation and Implementation of Open Space Standards 2010, there is accommodation on the site for a total of 95.5 people, 85 of whom will be within 2 or 3 bed dwellings, which will have the ability for children to live on the site. Using the guidelines this equates to the need to

provide 1,719 sqm of informal open space and 255 sqm of children's play space.

8.90 The Planning Obligation Strategy 2010, specifies that informal open space and childrens play, should be provided for on site, where it is appropriate. It is likely that it will not be possible/practical to provide some types of open space such as larger areas of natural greenspaces, on site as part of developments. However, on site informal open space in the form of informal play space should be provided as part of housing developments of more than 25 units. This is the guidance, which has been followed and has resulted in the pocket park, which incorporates a full quantum of children's play space.

8.91 The Open Space and Recreation Strategy, which was adopted in October 2011 identifies that the provision of sport, recreation and biodiversity should protected, improved and new provision made alongside built development. This Strategy identifies for each ward the strengths of the ward and if there are any deficits within the provision of open space. The application site falls within Petersfield Ward and the strategy identifies that there is a low amount of informal open space given the local population. The application site is also identified as an opportunity and as part of the re-development of the site, the quality and quantity of open space should be high in order to avoid further negative impact on deficiencies within the ward.

8.92 While officers appreciate that the strategy has identified the site as an opportunity, the adoption of the document occurred 2 months prior to submission of the application, when officers had been working with the applicant since the beginning of 2010. As such, the layout of the proposed development had been developed for some time, prior to the adoption of the Open Space and Recreation Strategy 2011. This document obviously forms a material consideration for the determination of this application, but given the constraints of the site and that an independent consultant has identified that the site is unable to provide the level of policy compliant affordable housing because of viability, the simple option of reducing the number of units and provide more informal open space on site is unlikely to be one that is realistic.

8.93 A priority has been to provide a full quantum of children's play and the view was taken that this could be incorporated in a natural way, with mounds and boulders to provide the play equipment, rather than standard pieces of equipment. For this reason, there are not areas of the park that are lost because they are forming a park only for children, adults and older children can also use it too. Furthermore, on site there are gardens provided for the houses and roof terraces and balconies for the coach houses and apartments, which provide a good quality of amenity space for the residents.

8.94 Some residents are concerned that as the space is within the development, there is ambiguity for users and residents, as to whether this is a public or private park. The area will be publicly accessible and the access into the site is wide enough for passers by to view into the site and see the park located centrally. In terms of users knowing if they can use the space, this would be down to making local residents aware of its presence.

8.95 I appreciate that this is a sensitive matter for local residents and that the preference would be for a full quantum of informal open space to be provided on-site. This is in part, because there is concern that a commuted off site sum could not be spent within the ward as there is a lack of open spaces that it could be spent on, in terms of improvements. There are identified projects for Coleridge Recreation Ground, which is considered to be a realistic distance, on the opposite side of the Carter Bridge, for future residents of the proposed development. However, officers acknowledge that this is within the neighbouring Coleridge Ward and not Petersfield.

8.96 The Open Space and Recreation Strategy (2011) recognises that attempts should be made to deliver open space on site but that any shortfall in provision on site can be met through payments to the City Council under Section 106 of the Town and Country Planning Act 1990 and in accordance with those payments as set out in the Planning Obligation Strategy (2010).

8.97 A recent appeal decision acknowledged that the 2011 strategy expressly allowed for shortfalls in on-site provision to be addressed by commuted sum payments. Policy 3/8 of the Cambridge Local Plan also makes it clear that commuted

payments may be acceptable as an alternative to on-site open space provision, depending upon location.

8.98 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/8 and the Planning Obligations Strategy SPD 2010 and the Open Space and Recreation Strategy 2011.

Third Party Representations

8.99 I have addressed the following issues raised in paragraphs indicated

Protection of the Chisholm Trail	8.75-8.82
Provision of Open Space	8.90-8.101
Tree Belt	8.28-8.36
Devonshire Road Frontage	8.8-8.13
Choice of Materials	8.13, 8.19
Design of Apartment Block	8.20-8.24, 8.51
Parking	8.83-8.84
Impact on the road system	8.72-8.74

8.100 Three points remain relating to the impact upon primary and secondary school places, the introduction of traffic calming measures and the suggestion of some residents that access for vehicles should be from Angus Close.

8.101 The impact of the proposed development and its ability to provide family housing, which will have the ability to require primary and secondary school places has been assessed by the County Council, who are the authority which provide education provision. According to their records, which takes account of the cumulative impact of new developments, they have requested a contribution towards pre-school, secondary and lifelong learning. Their view is that there is sufficient primary school capacity within schools around this ward. In the absence of evidence to demonstrate a shortage in primary school places a reason for refusal on this ground would be difficult to substantiate. The contribution requested is to mitigate the impact of development on surrounding education provision and to provide the ability to the County Council to provide additional schools when are where necessary.

8.102 Some neighbours have highlighted the use of Devonshire Road as a ‘rat-run’ and asked that as part of the development, traffic

calming measures are put in situ. While I have sympathy with residents, the proposed development does not generate enough additional trips to require a contribution towards transport measures. Equally, if the development did generate a contribution, it would be for the County Council to determine the expenditure of those monies, based upon the Eastern Corridor Area Transport Plan. In general traffic calming measures are only required where highway safety concerns can be demonstrated and none have been recognised by the County Council in their consultee response.

8.103 Following a suggestion from another resident, those who reside in Angus Close objected to the proposal to use Angus Close as an access into the new development, thereby removing the need for a new access on Devonshire Road and the subsequent removal of the tree belt. However, officers have to assess the application put before them.

Viability

8.104 The planning application was accompanied by a Viability Assessment Report which examines whether the proposed development could achieve the minimum receipt required to enable Travis Perkins to retain and re-develop part of the site and relocate the remaining facilities to a comparable site within the Cambridge area.

8.105 As part of the determination of the application, officers have procured an independent viability consultant from the District Valuer Services (DVS), who has reviewed the viability assessment and associated plans and provided Officers with a report detailing their professional view on the viability of the site to provide a development that was capable of a complete S106 package and 40% affordable housing provision in accordance with planning policy.

8.106 Prior to explaining the viability of the proposed scheme as submitted to the local planning authority, there are two terms that are referred to, which need to be defined first.

8.107 The viability assessment has used a development appraisal analysis where the actual cost of the development has been appraised. The output of this appraisal is a figure referred to as

the **residual land value**. This is calculated in the following way;

Estimated Development Value

Less

Estimated Development Costs
+
Estimated Interest Costs
+
Required Level of Profit
=

Estimated Residual Land Value

8.108 The second term is **benchmark value**, which is defined within RICS guidance as the value which should equate to the market value subject to the following assumption; that the value has regard to development plan policies and all other material planning considerations and disregards those which are contrary to the development plan.

8.109 The applicants viability assessment concluded that after calculating the estimated residual land value of the development, the available or surplus funds were not sufficient to provide a policy compliant S106 package and 40% affordable housing. Instead, the applicant states that only two options are viable;

A. 43 private dwellings with no affordable housing and a maximum S106 contribution of £134,000.
B. 42 private dwellings with 1 Newbuild Homebuy (one 1 bed apartment) affordable dwelling (2%) and a maximum S106 contribution of £60,000.

8.110 Below is a table of the policy compliant contributions that have been sought from the applicant.

Heads of Terms	Policy Compliant Amount (£)
Outdoor Sports Provision	22,729
Indoor Sports Provision	26,690
Commuted Informal Open Space	16,214
Waste – City	4,650
Waste – County	8,600
Community Facilities	62,146
Secondary School Provision	54,720
Pre-School Provision	29,160
Lifelong Learning	6,880
Public Art	50,641
TRO Amendment	6,000
Monitoring Costs	1,500
TOTAL	**289,930**

Independent Review of the Viability Assessment

8.111 The independent review by DVS investigated each major input in the submitted viability assessment and as necessary carried out independent research into both current sales values and current costs that were used. Where the applicants figures were reasonable, these have been agreed by our consultant and used within their review.

Analysis of the Initial Report

8.112 The initial report prepared by DVS, dated 21st February 2012 concluded that a scheme with 40% affordable housing, a S106 contribution of £303,479 and a profit level of 17.5% was not viable. Within this report, if the full S106 contributions were provided, then there was a surplus of £71,000 for affordable housing. Within the report and the analysis of figures used by the applicant, there were areas, particularly in relation to development costs, where the applicants costs or expected profit levels were considered by the consultant to be high when compared against industry norms.

8.113 The biggest concern though, was that within the viability assessment the vendors, Travis Perkins, were seeking a price that was sufficient to facilitate a relocation on site and also the development of another depot on an alternative site. As such,

the applicant had identified a land payment of £4,013,000. However, following analysis of appeal decisions our consultant demonstrated that it is well established principle that viability assessments should be carried out in order to calculate the residual land value that the scheme can afford, which is then compared to the existing use value, or alternative use value of the site, not the value that the applicants paid for the site.

8.114 In this instance, the submitted assessment did not provide an existing use value. Therefore, DVS assumed an existing depot of 25,000 sq ft and a 10,000 sq ft timber store. Given the existing condition of the site and its buildings and a yield of 7.5%, DVS produced an existing use value of £2,900,000. It is common practice to increase the existing use value by 15% as an incentive to sell, which would equate to £3,335,000 and as such, this has produced the benchmarked value that has been used in DVS's assessment.

8.115 With regard to an alternative use value, the applicants have proposed £5,500,000. However, this value is based on uses that are undefined and are not housing development as required by Development Plan Policy. As such, this value has been disregarded.

8.116 The land payment identified by the applicant does restrict the viability of the site. While there is a recognition that Travis Perkins will need to build a new depot, officers have questioned and disagree with the position that this proposed development should be attempting to fund two new operations for Travis Perkins at the expense of delivering policy compliant affordable housing and S106 contributions.

8.117 For this reason, the benchmark value of £3,335,00 by DVS removes the requirement that the development should fund any such relocation. As such, the DVS report concluded that a scheme with 40% affordable housing, a S106 contribution of £303,479 and a profit level of 17.5% produced a residual land value of £2,813,285 which is a deficit of £521,715 from the benchmarked value and as such is not viable.

Amendment of the Viability Report

8.118 Following a meeting with the applicant, DVS and officers, a review of the residual land value was undertaken and revised

contributions following confirmation of the required transport contributions were used. A revised report was issued on 9th April 2013, which remained of the view that despite the revisions, the scheme remains unviable.

8.119 Amendments were agreed as follows;

- Following discussions with Registered Providers of Affordable Housing, a rate was adopted for square footage of affordable rented units and shared ownership. This revision has resulted in a reduced income from the affordable housing provision;
- Changes in the assumed income from Affordable Housing has an implication upon the gross development value, which has reduced by £666,770 to £10,692,963;
- The build cost of the building has increased by £376,584 because of the final square footage;
- On the basis of final square footage In calculating the existing use value an additional £10,000 has been allowed for the storage yard. This has had an implication on the benchmarked value of £3,490,000; and
- The Section 106 Contributions total has reduced to £289,930.

8.120 As such, the revised report concluded that a scheme with 40% affordable housing, a S106 contribution of £289,930 and a profit level of 17.5% demonstrated a residual land value of £1,546,933. This is a deficit of £1,943,067 from the benchmarked value and as such is not viable. The applicant has agreed to this evaluation by DVS, subject to the right to reserve their position regarding the level of developer profit, which they believe should be approximately 20%.

8.121 The reason for the viability issue on this particular site, is because there is a difference of £1.9 million in the commercial and residential value of the land. As already identified, this site is allocated for residential development within the Local Plan and unless the commercial value is significantly reduced then this site could continue to operate as existing and could not be redeveloped for viability reasons. Given this position, officers are of the view that this is sufficient justification to consider the viability concerns that have been put before us as part of this planning application and that in order to bring forward residential development on this site, appropriate weight should

be given to the demonstrated viability issues. This view has been arrived at on the basis of extensive assessment of the viability assessment submitted by the applicant by an independent consultant and the view to recommend the provision of affordable housing off site has been one that has undergone thorough consideration and rigorous assessment.

8.122 This is the present position that Officers have reached, in conjunction with the professional opinion of our independent viability consultant. Moving forward, I will explain sensitivity testing that has been undertaken as a result of the review of the viability assessment.

8.123 As part of the work undertaken by DVS, there was a requirement to test alternative options, the first of which was to take a basis of 100% private units with no S106 contributions. Using the benchmark value, the appraisal provided a surplus of £417,301.

Achievable Provision of Affordable Housing

8.124 Officers from the City Council's strategic housing team have undertaken an assessment to ascertain the level of affordable housing provision that could be achieved dependent upon whether the provision is on or off site. This consideration has been constructed using a policy compliant S106 package of £289,930, which would leave a remaining £127,371 for the provision of affordable housing. These three options are;

1. The units are provided for on-site;
2. The units are purchased as newly completed units within the City, but in a lower value area; or
3. That the units are provided for on a Cambridge City Council development site.

8.125 The cost of delivering the proposed units are a subsidy that funds the shortfall between the market sales value of the property and the RSL value either with or without grant funding that may be available by the HCA. As part of this calculation, the Council are minded that the overall scheme viability within the registered provider / district council sector is measured against a maximum payback period (income stream paying off capital costs by way of a loan) of 30 years. This payback period mirrors the standard model of a 30 year business plan, and the

financial implications of delivery, maintenance, and additional capital investment on a scheme by scheme basis.

8.126 Within the Affordable Housing SPD it is stated that affordable housing will be provided on site as part of the proposed development. This is in the interests of creating sustainable, inclusive and mixed communities. The SPD goes on to say that a cascade of options will be considered on sites where the applicant has successfully demonstrated concerns of viability. This cascade of options begins with consideration of external subsidy to allow full provision on site; consideration to altering the mix of housing to be provided including size and tenure of units; reduction in numbers and finally consideration of an off-site provision or financial contribution in lieu.

8.127 On this particular site, officers are satisfied that there is a viability issue on the site that has been demonstrated by the applicant and challenged further by an independent consultant and Council officers to ensure that the maximum surplus is provided for the delivery of affordable housing and Section 106 contributions. Accounting for the Section 106 contributions a surplus of £127,371 is available for the provision of affordable housing.

Option 1 – On-site provision

Affordable Rented/Shared Ownership?	1 bed/ 2 Bed?	No of Units	Total Cost	Surplus/Deficit?
Affordable Rented	1 bed	1	£125,500	£1,871
Shared Ownership	2 bed	1	£100,000	£27,371
Shared Ownership	1 bed	1	£68,375	£58,996
Shared Ownership	1 bed	2	£136,750	£9,379
Shared Ownership	1 bed/2 bed	1/1	£168,250	£40,879
Affordable Rented	2 bed	1	£197,000	£69,629
Shared Ownership	2 bed	2	£200,000	£72,629

Conclusion of option 1;

8.128 As you can see from the table above, there are three possible options to provide no more than 1 affordable housing unit on the

site and each of these provide a degree of surplus funds. These options are;

1. 1 x 1 bed affordable rented
2. 1 x 1 bed shared ownership
3. 1 x 2 bed shared ownership

8.129 Alternatively if Members wished to see the delivery of 2 units on the site, then there may be the wish to consider savings to the S106 package that are equivalent to the deficit of the desired option.

8.130 From the table above it is clear that no more than 2 units can be delivered upon the site. For this reason, the requirement of the Affordable Housing SPD to achieve a 75/25 split of affordable rented to shared ownership is not possible. It is either that the delivery provides 100% of either tenure or a 50/50 split of the two. For this reason and to provide Members with an option that has some options for a limited degree of unit mix, an option has been provided whereby a 1 bed and a 2 bed shared ownership scheme could be considered, if the S106 package is adjusted by £40,879.

Option 2 – Purchase off-site 'off the shelf'

Affordable Rented/Shared Ownership?	1 bed/ 2 Bed?	No of Units	Total Cost	Surplus/Deficit?
Affordable Rented	2 bed	1	£126,000	£1,371
Shared Ownership	1 bed/ 2 bed	2	£122,500	£4,871
Shared Ownership	1 bed	2	£106,750	£20,621
Affordable Rented	1 bed	1	£98,000	£29,371
Shared Ownership	2 bed	2	£138,500	£11,129

*Based upon units at Novo, Great Kneighton and the Market Sales Value are from Bidwells market report 06/2013.

Conclusion of option 2;

8.131 The table above demonstrates that there is a greater ability to fund 1 or 2 units on an alternative site (it would not necessarily be Novo) that has a lower value than the proposed development site on Devonshire Road. The first four options provide the ability to fund different tenure and unit mix with a degree of surplus that like option 1, could then be commuted as an off-site sum and would provide the greatest contribution towards another unit either elsewhere in the City or on a City Council development site. This is because the full provision for S106 contributions has been accounted for.

8.132 Alternatively if Members wished to see the delivery of 2 shared ownership units on the site, then there may be the wish to consider savings to the S106 package that are equivalent to the deficit of the desired option.

8.133 From the table above it is clear that no more than 2 units can be delivered upon the site. For this reason, the requirement of the Affordable Housing SPD to achieve a 75/25 split of affordable rented to shared ownership is not possible. It is either that the delivery provides 100% of either tenure or a 50/50 split of the two. For this reason and to provide Members with an option that have been some options for a limited degree of unit mix, an option has been provided where by a 1 bed and a 2 bed shared ownership scheme could be considered.

Option 3: Off-site on an alternative City Council Development Site

Affordable Rented/Shared Ownership?	No of bedrooms	No of Units
Affordable Rented	1 bed	1
Affordable Rented	2 bed/3 person	5
Affordable Rented	2 bed/3 person	4
Affordable Rented	3	3
Shared Ownership	1 bed	1
Shared Ownership	2 bed	3
		Total 17

Conclusion of option 3;

8.134 This is that on a City Council development scheme, the £127,371 surplus can provide a policy compliant affordable housing scheme of 17 units using a 75/25 split and appropriate unit mix. The precise City owned site would need to be identified and may be delivered over more than one site.

8.135 These options have been put to Members to demonstrate ways that the affordable housing could be secured. However, further work would need to be undertaken to refine the detail of each option and so at present, officers are asking Members to agree that the principle of one of these options.

Planning Obligations

8.136 The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests then it is unlawful. The tests are that the planning obligation must be:

(a) necessary to make the development acceptable in planning terms;

(b) directly related to the development; and

(c) fairly and reasonably related in scale and kind to the development.

8.137 In bringing forward my recommendations in relation to the Planning Obligation for this development I have considered these requirements. The Planning Obligation Strategy (2010) provides a framework for expenditure of financial contributions collected through planning obligations. The Affordable Housing Supplementary Planning Document 2008 provides guidance in terms of the provision of affordable housing and the Public Art Supplementary Planning Document 2010 addresses requirements in relation to public art. The applicants have indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Strategy and relevant Supplementary Planning Documents. The proposed development triggers the requirement for the following community infrastructure:

Open Space

8.138 The Planning Obligation Strategy requires that all new residential developments contribute to the provision or improvement of public open space, either through provision on site as part of the development or through a financial contribution for use across the city. The proposed development requires a contribution to be made towards open space, comprising outdoor sports facilities, indoor sports facilities, informal open space and provision for children and teenagers. The total contribution sought has been calculated as follows.

8.139 The application proposes the erection of 13 three-bedroom houses, 11 two-bedroom houses, 12 two-bedroom flats and 7 one-bedroom flats. No residential units would be removed, so the net total of additional residential units is 43. A house or flat is assumed to accommodate one person for each bedroom, but one-bedroom flats are assumed to accommodate 1.5 people. Contributions towards provision for children and teenagers are not required from one-bedroom units. The totals required for the new buildings are calculated as follows:

Outdoor sports facilities					
Type of unit	Persons per unit	£ per person	£per unit	Number of such units	Total £
studio	1	238	238	0	
1 bed	1.5	238	357	7	2,499
2-bed	2	238	476	23	10,948
3-bed	3	238	714	13	9,282
4-bed	4	238	952	0	
				Total	**22,729**

Indoor sports facilities					
Type of unit	Persons per unit	£ per person	£per unit	Number of such units	Total £
studio	1	269	269	0	
1 bed	1.5	269	403.50	7	2,824.50
2-bed	2	269	538	23	12,379
3-bed	3	269	807	13	10,491
4-bed	4	269	1076	0	
				Total	**25,694.50**

8.140 For this application, the proposed development provides an on-site contribution of 770 sq m, which includes the full provision of children's play (255 sq m) leaving 515 sq m to be included as public open space and will not be adopted by the City Council. However, this does still mean that there is a short fall of 1,204 sq m of which the applicant has indicated a willingness to provide by way of a commuted sum.

Informal open space				
Shortfall in provision	Square Meter per person	Number of People	Cost per person £	Off-site commuted sum £
1,204	18	67	242	**16,214**

8.141 Subject to the completion of a S106 planning obligation to secure the requirements of the Planning Obligation Strategy (2010) and the Cambridge City Council Open Space Standards Guidance for Interpretation and Implementation (2010), I am satisfied that the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and P9/8, Cambridge Local Plan (2006) policies 3/8 and 10/1 and the Planning Obligation Strategy 2010 and the Cambridge City Council Open Space Standards Guidance for Interpretation and Implementation (2010)

Community Development

8.142 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to community development facilities, programmes and projects. This contribution is £1256 for each unit of one or two bedrooms and £1882 for each larger unit. The total contribution sought has been calculated as follows:

Community facilities			
Type of unit	£per unit	Number of such units	Total £
1 bed	1256	7	8,792
2-bed	1256	23	28,888
3-bed	1882	13	24,466
4-bed	1882		
		Total	**62,146**

8.143 Subject to the completion of a S106 planning obligation to secure the requirements of the Planning Obligation Strategy (2010), I am satisfied that the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and P9/8, Cambridge Local Plan (2006) policies 5/14 and 10/1 and the Planning Obligation Strategy 2010.

Waste

8.144 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to the provision of household waste and recycling receptacles on a per dwelling basis. As the type of waste and recycling containers provided by the City Council for houses are different from those for flats, this contribution is £75 for each house and £150 for each flat. The total contribution sought has been calculated as follows:

Waste and recycling containers			
Type of unit	£per unit	Number of such units	Total £
House	75	24	1,800
Flat	150	19	2,850
		Total	**4,650**

8.145 Subject to the completion of a S106 planning obligation to secure the requirements of the Planning Obligation Strategy (2010), I am satisfied that the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and P9/8, Cambridge Local Plan (2006) policies 3/7, 3/12 and 10/1 and the Planning Obligation Strategy 2010.

Household Recycling Centres

8.146 A network of Household Recycling Centres is operational across the Cambridgeshire and Peterborough area. Continued development will put pressure on the existing facilities and require expansion of the network. Financial contributions are required in accordance with the Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012). These contributions vary according to the nature and scale of the proposed development and are based on any additional costs for the relevant local authority arising

out of the need for additional or improved infrastructure, which is related to the proposed development.

8.147 The adoption of the Waste Management Design Guide SPD requires a contribution to be made in relation to all new development where four or more new residential units are created. Policy CS16 of the adopted Minerals and Waste Core Strategy requires new development to contribute towards Household Recycling Centres (HRCs) consistent with the RECAP Waste Management Design Guide SPD.

8.148 For new development in Cambridge the relevant HRC is located at Milton. The following table sets out how the contribution per new dwelling has been calculated for the Milton HRC.

Notes for Milton	Infrastructure/households	Source
4 sites at £5.5 million	£22 million	Cost per site sourced from Mouchel Parkman indicative costs 2009
Total catchment (households)	115,793	WMT Recycling Centre catchment tables CCC mid 2009 dwelling figures
New households	24,273	CCC housing trajectory to 2025 as of December 2010
<u>Infrastructure costs</u> Total number of households in catchment	x New households in catchment	
<u>£22 million</u> 115,793	x 24,273	= £4,611,730
Total Developer Contribution per household = £190		

The net gain is 43 therefore the necessary contribution towards HRC is £8,170.

8.149 Subject to the completion of a S106 planning obligation to secure the requirements of the Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012), I am satisfied that the proposal accords with the Cambridgeshire and Peterborough Minerals and Waste Development Plan (Core Strategy Development Plan Document July 2011) policy CS16.

Education

8.150 Upon adoption of the Planning Obligation Strategy (2010) the Council resolved that the Education section in the 2004 Planning Obligations Strategy continues to apply until it is replaced by a revised section that will form part of the Planning Obligations Strategy 2010. It forms an annex to the Planning Obligations Strategy (2010) and is a formal part of that document. Commuted payments are required towards education facilities where four or more additional residential units are created and where it has been established that there is insufficient capacity to meet demands for educational facilities.

8.151 In this case, 43 additional residential units are created and the County Council have confirmed that there is insufficient capacity to meet demand for pre-school education, secondary education and lifelong learning. Contributions are not required for pre-school education, primary education and secondary education for one-bedroom units. Contributions are therefore required on the following basis.

Pre-school education					
Type of unit	Persons per unit		£per unit	Number of such units	Total £
1 bed	1.5		0		
2+-beds	2		810	36	29,160
				Total	**29,160**

Secondary education					
Type of unit	Persons per unit		£per unit	Number of such units	Total £
1 bed	1.5		0		
2+-beds	2		1520	36	54,720
				Total	**54,720**

Life-long learning					
Type of unit	Persons per unit		£per unit	Number of such units	Total £
1 bed	1.5		160		
2+-beds	2		160	36	6,880
				Total	**6,880**

8.152 Subject to the completion of a S106 planning obligation to secure the requirements of the Planning Obligation Strategy 2010, I am satisfied that the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and P9/8, Cambridge Local Plan (2006) policies 5/14 and 10/1 and the Planning Obligation Strategy 2010.

Affordable Housing

8.153 The development is required to make provision for affordable housing and I have assessed the proposals for affordable housing in paragraphs 8.125 to 8.135 above. The detail of the Affordable Housing Scheme can be secured through a Section 106 Agreement.

8.154 In the absence of a S106 planning obligation to secure this infrastructure provision, the proposal is contrary to Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and P9/8, Cambridge Local Plan (2006) policies 5/5 and 10/1 and the Affordable Housing SPD (2008).

Transport

8.155 Contributions towards catering for additional trips generated by proposed development are sought where 50 or more (all mode)

trips on a daily basis are likely to be generated. The site lies within the Eastern Corridor Area Transport Plan where the contribution sought per trip is £229.

8.156 The Highway Authority has made an assessment of the proposal, on which the following assessment of expected additional trips and contributions is based.

Eastern Corridor Area Transport Plan				
Existing daily trips (all modes)	Predicted future daily trips (all modes)	Total net additional trips	Contribution per trip	**Total £**
619	587	- 32	0	0

8.157 In the absence of a S106 planning obligation to secure this infrastructure provision, the proposal is contrary to Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1, P9/8 and P9/9, Cambridge Local Plan (2006) policies 8/3 and 10/1 and the Planning Obligation Strategy 2010.

Public Art

8.158 The development is required to make provision for public art and officers have recommended as set out in paragraphs 8.88 to 8.89 above that in this case provision for public art should be made on site

8.159 Subject to the completion of a S106 planning obligation to secure this infrastructure provision, I am satisfied that the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and 9/8, Cambridge Local Plan (2006) policies 3/7 and 10/1 and the Public Art SPD 2010.

Amendment to existing Traffic Regulation Order

8.160 In order to ensure that the future residents of the proposed development cannot use the existing residents parking scheme in the surrounding streets for visitors it is considered reasonable for the applicant to fund an amendment to the existing traffic regulation order which will be in the region of £6,000.

Monitoring

8.161 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to the costs of monitoring the implementation of planning obligations. The costs are calculated according to the heads of terms in the agreement. The contribution sought will be calculated as _150 per financial head of term and _300 per non-financial head of term. Contributions are therefore required on that basis.

Planning Obligations Conclusion

8.162 It is my view that the planning obligation is necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the Planning Obligation passes the tests set by the Community Infrastructure Levy Regulations 2010.

9.0 CONCLUSION

9.1 The application site has been allocated for housing in the 2006 Local Plan and as such the principle of redevelopment of the site in the manner proposed is considered to be acceptable. At 0.81ha, the application site is of a compact size, which has a variety of constraints upon it, which has influenced its design and layout.

9.2 The view of officers is that the design, layout and appearance of the proposed development is acceptable and reflects the urban characteristics of the sites location, while successfully drawing upon positive architectural elements of the Victorian terraces opposite the site on the western side of Devonshire Road. As such, with the imposition of conditions to control the use of materials and finer detailing, the proposed development is considered to provide a positive impact upon the Conservation Area.

9.3 Car parking for existing residents is already under intense competition and this is recognised by officers. In order to mitigate the impact of the development upon this and to ensure that this situation is not exacerbated by the proposed development, the applicants have agreed to enter into a S106 agreement, whereby the future residents will be excluded from the ability to obtain visitor or business parking permits within the

existing on-street parking scheme. Through existing controls, they would already be ineligible for residents parking permits. In order to reinforce this further, a condition has been recommended that a plan is submitted, identifying a car parking space for each proposed unit and that development is carried out in accordance with this plan. This is to prevent the ratio of car parking being altered at a later time, when for example, 2 spaces may be allocated for the 3 bed houses, thereby making some units car-free.

9.4 With regard to the route of the proposed strategic cycle route, I am of the view, that for the route to pass through the residential site should not be safeguarded as it does not provide a safe route for users. While I appreciate that this proposal does not fully comply with policy 8/5 of the Cambridge Local Plan (2006), I do not consider that there is a sufficient policy basis, to require that the layout of the proposed application site is fundamentally re-designed, given that the document 'Protection and Funding of Routes for the Future Expansion of the City Cycle Network' which explicitly proposes that the Trail is provided for on alternative land. Despite this shortcoming, it is the view of officers that it does not provide a basis for refusal of the application and to do so would not be reasonable.

9.5 Within the centre of the application site is an area designated for public open space (POS). The application site falls within Petersfield Ward and within the Open Space and Recreation Strategy 2011 it identifies that there is a low amount of informal open space given the local population. The application site is also identified as an opportunity area within the strategy and as part of the re-development of the site, the quality and quantity of open space should be high in order to avoid further negative impact on deficiencies within the ward. However, while due consideration has been given to this material consideration the adoption of the document occurred 2 months prior to submission of the application, when officers had been working with the applicant since the beginning of 2010. As such, the layout of the proposed development had been developed for some time, prior to the adoption of the Open Space and Recreation Strategy 2011. A recent appeal decision on the former BT site, Cromwell Road, acknowledged that the 2011 strategy expressly allowed for shortfalls in on-site provision. It also referenced to policy 3/8 of the Cambridge Local Plan, which also makes it clear that commuted payments may be

acceptable as an alternative to on-site open space provision, depending upon location. As identified within the report, alternative provision may be made within Coleridge Recreation Ground. In my view, it is considered that the provision of a full quantum of children's play space and some informal space is appropriate and that a level of off-site provision could be made available within an agreed S106 package. Despite this shortcoming, it is the view of officers that it does not provide a basis for refusal of the application and to do so would not be reasonable.

9.6 In my view, I consider that for the reasons outlined above, the proposed development is acceptable and that it adequately provides for the existing and future residents of the site. The scheme's viability has been tested and it is not possible to deliver a fully policy compliant affordable housing scheme on this site. Officers have outlined options for Members to consider and it is recommended that one of the options be pursued. The exceptional and documented circumstances of this site justify this bespoke approach.

10.0 RECOMMENDATION

A. APPROVE subject to the satisfactory completion of the s106 agreement by 31st December 2013 and subject to the following conditions:

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

   Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

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

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

3. Prior to the first occupation of the approved apartment building, full details of the means by which members of the public can contact the management company responsible for on site management and maintenance of the apartment building, including the location of a sign to include such details on the building, shall be submitted to and approved by the local planning authority in writing. The approved provisions for contact details shall be provided prior to the first occupation or in accordance with such timetable as may be agreed by the local planning authority and shall be retained thereafter unless otherwise agreed in writing by the local planning authority.

   Reason: In the interests of the community safety (Cambridge Local Plan policy 3/7)

4. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

   Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4 and 3/12)

5. Prior to the construction of any brick or stone work, a sample panel of the facing materials to be used shall be erected on site to establish the detail of bonding, coursing and colour and type of jointing and shall be agreed in writing with the local planning authority. Development shall be carried out in accordance with the approved details. The quality of finish and materials incorporated in any approved sample panel(s), which shall not be demolished prior to completion of development, shall be maintained throughout the development.

   Reason: In the interests of visual amenity and to ensure that the quality and colour of the detailing of the brickwork/stonework and jointing is acceptable and maintained throughout the development. (Cambridge Local Plan 2006 policies 3/4 and 3/12)

6. All new joinery to be provided in connection with window frames and doors shall be recessed at least 75mm back from the face of the wall / façade. The development shall be carried out in accordance with the specified recess.

   Reason: To avoid harm to the Conservation Area. (Cambridge Local Plan 2006, policy 4/11)

7. Prior to the commencement of development and notwithstanding the approved plans, amended drawings shall be submitted of the side elevations of house type F1 (plots 7 & 8 only) which face the approved access road and provide a window to each elevation which serves the kitchen. The development shall be carried out in accordance with the approved details.

   Reason: To improve visibility and surveillance of the approved vehicle and pedestrian entrance into the approved development. (Cambridge Local Plan 2006 policy 3/4,3/7 and 3/12).

8. Prior to the first occupation of the approved development, full details of both hard and soft landscape works shall be submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (eg drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. Full details of the means of providing the full quantum (255 sq m) of children's play within the public open space shall be included within the submission of information. Soft Landscape works shall include planting plans including the native hedge along the part of the north boundary; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme. Development shall be carried out in accordance with the approved details.

   Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

9. Prior to the first occupation of the approved development a schedule of landscape maintenance for a minimum period of five years shall be submitted to and approved in writing by the local planning authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved details.

   Reason: To ensure that the landscaped areas are maintained in a healthy condition in the interests of visual amenity. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

10. Prior to the first occupation of the approved development, a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small privately owned, domestic gardens, shall be submitted to and approved by the local planning authority in writing, for its permitted use. The landscape plan shall be carried out as approved.

    Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

11. All hard and soft landscape works shall be carried out in accordance with the approved details, and to a reasonable standard in accordance with the relevant recommendation of the appropriate British Standard or other recognised code of good practice. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed by the local planning authority in writing. The maintenance shall be carried out in accordance with the approved schedule. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the local planning authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the local planning authority gives its written consent to any variation.

    Reason: To ensure provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved design. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

12. Prior to the first occupation of the approved development a plan indicating the positions, design, materials and type of boundary treatment to be erected both around the perimeter of the site and individual plot boundaries shall be submitted to and approved in writing by the local planning authority. The boundary treatment shall be completed before the buildings are occupied and retained thereafter unless any variation is agreed in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure an appropriate boundary treatment is implemented. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

13. Prior to the removal of the existing Japanese Knotweed in two locations along the eastern boundary of the site, details shall be submitted to and approved in writing by the local planning authority regarding how this invasive species will be removed and the remaining area treated. Development shall be carried out in accordance with the approved details.

    Reason: To ensure that the species is successfully removed (Cambridge Local Plan policy 3/8)

14. Prior to the first occupation of the approved development, details shall be provided for the screening to the planting areas associated with the Coach Houses at first floor level. These details shall be submitted and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

    Reason: To protect the amenity of neighbouring residents (Cambridge Local Plan policy 3/4 and 3/12).

15. No demolition or construction of the approved development shall take place until a full photographic record and survey by measured drawing has been made depicting the existing water tower on the north east corner of the site and the existing railway building that is embedded within the existing depot building. A copy shall be deposited with each of the following organisations: the Cambridgeshire Collection of the Central Library, Lion Yard, Cambridge; the County Archive, Shire Hall, Castle Hill, Cambridge, and the local planning authority. The precise number and nature of the photographs, drawings and samples to be taken is to be agreed in advance with the local planning authority and the format in which they are to be displayed and titled is to be agreed with the local planning authority before the deposit is made.

    Reason: to foster understanding of the building's importance in the national and Cambridge context, and to ensure proper recording of any aspects of the building's special interest which are to be lost or altered. (Cambridge Local Plan 2006, policy 4/11)

16. Prior to the occupation of the approved development, details shall be submitted to and approved in writing by the local planning authority in consultation with the Nature and Conservation Projects Officer demonstrating where ecological enhancements shall be situated, that may include but are not exhaustive of bird boxes, bat boxes or tubes. Development shall be carried out in accordance with the approved details.

Reason: To ensure that any wildlife are protected and provided for through the approved development (Cambridge Local Plan 2006 policy 4/3).

17. Prior to the commencement of development an interim certificate following a design stage review, based on design drawings, specifications and commitments, has been issued by a Code for Sustainable Homes Licensed Assessor to the Local Planning Authority, indicating the following:

a) that all proposed dwellings are capable of achieving a minimum of level 3 of the Code for Sustainable Homes.

All residential buildings shall be constructed to meet the applicable Code for Sustainable Homes specified minimum level as above. Prior to the occupation of any dwelling, a Post-Construction Stage assessment shall be undertaken for that dwelling. Should that assessment indicate that the specified minimum code level as above has not been met, appropriate mitigation to ensure the code level can be met shall be undertaken. Prior to occupation, or in accordance with an alternative timetable to be agreed with the Local Planning Authority, the developer shall take all reasonable measures to submit to the Local Planning Authority a certificate from the Building Research Establishment (BRE) or another certificated third party, indicating that the relevant code level has been met. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2006 policy 8/16 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

18. No development of the approved development shall commence until such time as full details of all solar panels and/or photovoltaic cells, including type, dimensions, materials, location and fixing have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details for that phase.

    Reason: To ensure that the details of development are acceptable. (Cambridge Local Plan 2006 policies 3/1, 3/4, 3/12 and 4/11)

19. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order with or without modification), no windows or dormer windows other than those expressly authorised by this permission shall be constructed.

    Reason: To protect the amenity of adjoining properties. (Cambridge Local Plan 2006 policies 3/4 and 3/12)

20. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no extensions, or additions or garages shall be erected other than those expressly authorised by this permission.

    Reason: To protect the amenity of adjoining properties, and to prevent overdevelopment of the site. (Cambridge Local Plan 2006 policies 3/4 and 3/12)

21. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), each undercroft or garage shall be used for the purposes of parking a motor vehicle and shall not be enclosed or developed to provide ancillary or additional living accommodation to the affiliated dwelling.

    Reason: To protect the amenity of adjoining properties, and to prevent overdevelopment of the site. (Cambridge Local Plan 2006 policies 3/4 and 3/12)

22. No development shall commence until full details of the circulation route for refuse vehicles has been submitted to the local planning authority and approved in writing. The required details shall include a full construction specification for the route, and a plan defining the extent of the area to which that specification shall be applied. No dwelling forming part of the development shall be occupied until the refuse circulation route has been laid out and constructed in accordance with the approved details, and thereafter the route shall be maintained in accordance with those details.

    Reason: To ensure appropriate arrangements for the collection of waste and recycling (Cambridge Local Plan 2006 policy 3/12)

23. Prior to commencement of the development, full details of the specific type, quantity and positions of bins, boxes or any other means of on-site storage facilities for waste shall be submitted to and approved in writing by the local planning authority. The approved facilities, the full written management plan for moving bins and boxes to the collection point and returning them, and contact details for the management organisation shall be provided prior to occupation of the buildings hereby approved and shall be retained thereafter, unless alternative arrangements are agreed in writing by the local planning authority.

    Reason: To ensure appropriate waste storage and collection facilities. (Cambridge Local Plan 2006 policy 3/12)

24. No development shall take place within the site until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority.

Reason: To ensure that an appropriate archaeological investigation of the site has been implemented before development commences. (Cambridge Local Plan 2006 policy 4/9)

25. Details of any floodlighting or external lighting shall be submitted to and approved in writing by the local planning authority before the buildings hereby permitted are occupied. Development shall be carried out in accordance with the approved details.

Reason: To protect the amenity of adjoining properties and the biodiversity of the area. (Cambridge Local Plan 2006 policies 3/4 and 4/15)

26. No development shall commence until a detailed scheme for the provision and implementation of surface water drainage in accordance with the submitted Flood Risk Assessment & Surface Water Drainage Strategy Foul Sewage and Utilities Assessment by Structa dated October 2011, referenced 2037-R002 Rev B has been submitted to and approved in writing by the local planning authority. The detailed scheme shall also include details of its adoption and maintenance. The drainage works shall be constructed in accordance with the approved details prior to the occupation of any part of the residential accommodation hereby approved.

Reason: In order to ensure adequate means of surface water drainage(Cambridge Local Plan 2006 policy 8/18).

27. No development shall commence until details of the foul water drainage has been submitted to and approved in writing by the local planning authority. These details shall also include details of its adoption and maintenance. The drainage works shall be constructed in accordance with the approved details prior to the occupation of any part of the residential accommodation hereby approved.

Reason: In order to ensure adequate means of foul water drainage (Cambridge Local Plan 2006 policy 8/18)

28. Prior to the commencement of development, a site wide Demolition and Construction Environmental Management Plan (DCEMP) shall be submitted to and approved in writing by the local planning authority. The DCEMP shall include the consideration of the following aspects of demolition and construction:
a) Site wide demolition, construction and phasing programme.
b) Contractors access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.
c) Construction hours.
d) Delivery times for construction purposes.
e) Soil Management Strategy.
f) Noise method, monitoring and recording statements in accordance with the provisions of BS 5228-1: 2009.
g) Maximum noise levels for construction equipment, plant and vehicles.
h) Vibration method, monitoring and recording statements in accordance with the provisions of BS 5228-2: 2009.
i) Maximum vibration levels for construction equipment, plant and vehicles.
j) Dust management and wheel washing measures in accordance with the provisions of London Best Practice Guidance: The control of dust and emissions from construction and demolition.
k) Use of concrete crushers
l) Prohibition of the burning of waste on site during demolition/construction.
m) Site lighting.
n) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
o) Screening and hoarding details.
p) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
q) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
r) External safety and information signing and notices.

s) Liaison, consultation and publicity arrangements including dedicated points of contact.
t) Consideration of sensitive receptors.
u) Prior notice and agreement procedures for works outside agreed limits.
v) Complaints procedures, including complaints response procedures.
w) Membership of the Considerate Contractors Scheme.

Reason: To protect the amenity of local residents and highway users. (Cambridge Local Plan policy 3/4 and 8/2)

29. Prior to the occupation of the approved development details of the acoustic performance and integrity of the proposed acoustic boundary on the northern boundary with the neighbouring commercial site shall be submitted to and approved in writing by the local planning authority. The approved boundary treatment shall be provided prior to the first occupation of development and shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

Reason: To protect the amenity of local residents. (Cambridge Local Plan policy 3/4 and 4/13)

30. No development approved by this permission shall be commenced prior to a contaminated land assessment and associated remedial strategy, being submitted to the LPA and receipt of approval of the document/documents from the LPA. This applies to paragraphs a), b) and c). This is an iterative process and the results of each stage will help decide if the following stage is necessary.

(a) The contaminated land assessment shall include a desk study to be submitted to the LPA for approval. The desk study shall detail the history of the site uses and propose a site investigation strategy based on the relevant information discovered by the desk study. The strategy shall be approved by the LPA prior to investigations commencing on site.

(b) The site investigation, including relevant soil, soil gas, surface and groundwater sampling, shall be carried out by a suitable qualified and accredited consultant/contractor in accordance with a quality assured sampling and analysis methodology.

(c) A site investigation report detailing all investigative works and sampling on site, together with the results of the analysis, risk assessment to any receptors and a proposed remediation strategy shall be submitted to the LPA. The LPA shall approve such remedial works as required prior to any remediation commencing on site. The works shall be of such a nature as to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters. No development approved by this permission shall be occupied prior to the completion of any remedial works and a validation report/s being submitted to the LPA and receipt of approval of the document/documents from the LPA. This applies to paragraphs d), e) and f).

(d) Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance.

(e) If, during the works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the LPA.

(f) Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved by the LPA. The closure report shall include details of the proposed remediation works and quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from site.

Reason: To protect future occupiers from pollution. (Cambridge Local Plan policy 4/13)

31. Prior to the commencement of development and notwithstanding the approved plans, amended drawings shall be submitted of the rear elevation of Coach House A to provide non obscured windows to bedroom 2 and that the height of these windows is such that it mitigates overlooking into neighbouring properties. The development shall be carried out in accordance with the approved details.

Reason: To protect the amenity of both future and neighbouring occupants (Cambridge Local Plan 2006 policy 3/4 and 3/12).

32. Prior to the commencement of development, a plan shall be submitted to and approved in writing by the local planning authority, which details the allocation of car parking spaces to each dwelling upon the site. This allocation shall be retained upon the site unless otherwise agreed in writing with the local planning authority.

Reason: To protect existing residents on nearby streets from un-necessary competition for car parking spaces as a result of the approved development (Cambridge Local Plan 2006 policy 8/10)

33. Prior to the first occupation of the approved development, details of facilities for the storage and secure parking of bicycles within the development shall be submitted to and approved in writing by the local planning authority. These details shall provide details in relation to;

a) The external secure cycle parking situated to the front of the approved Devonshire Road properties;
b) The covered and secure storage of cycles within the rear gardens of the houses;
c) The secure storage of cycles at ground floor level of the approved apartment block;
d) Any ancillary cycle parking.
The approved facilities shall be provided in accordance with the approved details before use of the development commences.

Reason: To ensure appropriate provision for the secure storage of bicycles. (Cambridge Local Plan 2006 policy 8/6)

34. Prior to the construction of the undercroft car parking beneath the approved apartment building, details and drawings shall be submitted to and approved in writing by the local planning authority demonstrating how the footpaths to the waste and cycle stores will be protected from drivers parking over it and obstructing access by residents and the refuse team. The development shall be carried out in accordance with the approved details.

Reason: To ensure that drivers are unable to obstruct the access to the cycle and waste storage, thereby hindering use of the facilities (Cambridge Local Plan 2006 policies 3/12 and 8/6)

35. Prior to commencement of the approved development the following components of a scheme to deal with the risks associated with the risks associated with contamination of the site shall each be submitted to and approved in writing by the local planning authority;

1) A preliminary risk assessment which has identified all previous uses; potential contaminants associated with those uses; a conceptual model of the site indicating sources, pathways and receptors; and potentially unacceptable risks arising from contamination at this site.
2) A site investigation scheme, based upon (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3) The site investigation results and the detailed risk assessment (2) and based on these an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Reason: The site overlies a principle chalk formation aquifer and to prevent the development from creating pollution to controlled waters (Cambridge Local Plan 2006 policy 8/18).

36. Prior to the commencement of development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria has been met. It shall also include any plan (a long-term monitoring and maintenance plan) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan and for the reporting of this to the local planning authority.

    Reason: To ensure that the completed development complies with approved details in the interests of protection of the environment and harm to human health. (Cambridge Local Plan 2006 policies 4/13 and 8/18).

37. If, during development, contamination not previously identified is found to be present at the site than no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted, and obtained written approval from the local planning authority for, an amendment to the remediation strategy now detailing how this unsuspected contamination shall be dealt with.

    Reason: To ensure that the completed development complies with approved details in the interests of protection of the environment and harm to human health. (Cambridge Local Plan 2006 policies 4/13 and 8/18).

38. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters.

    Reason: To prevent pollution to controlled waters (Cambridge Local Plan 2006 policy 8/18).

39. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. Where there is no alternative to piling, a method should be selected that minimises the risks of groundwater pollution or gas migration. Mitigation measures and-or environmental monitoring may need to be incorporated into the design. The method selected should be presented in a 'Foundation Works Risk Assessment Report' which should be submitted to an approved in writing by the local planning authority before development commences.

Reason: To prevent pollution to controlled waters (Cambridge Local Plan 2006 policy 8/18).

40. Prior to the first completion of a property on the approved development, a Travel Plan shall be submitted to and approved in writing by the local planning authority, which will include how the approved Plan shall be distributed to future residents of the approved development. The Travel Plan shall be implemented and monitored according to the provisions approved by the local planning authority.

Reason: To avoid an unacceptable transport impact, and to increase sustainability, limit pollution, and mitigate any air quality impact of the development. (Cambridge Local Plan (2006) policies 3/1, 4/13, 4/14 and 8/2)

41. The access road to the site shall be hard surfaced, without loose material, for a distance of at least 6m from its junction with the public highway.

Reason: To ensure debris is not spread on to the public highway. (Cambridge Local Plan 2006, policy 8/2)

42. Access and manouevring space shall be retained as shown on the approved drawings and shall be kept free of obstruction at all times.

Reason: In the interests of highway safety (Cambridge Local Plan 2006 policy 8/2)

43. Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) Order 1995, (or any order revoking, amending or re-enacting that order) no gates shall be erected across the approved access unless details have first been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety (Cambridge Local Plan 2006, policy 8/2)

44. Prior to the commencement of the first use all vehicular access where it crosses the public highway shall be laid out and constructed in accordance with the Cambridgeshire County Council construction specification.

Reason: In the interests of highway safety and to ensure satisfactory access into the site. (Cambridge Local Plan 2006, policy 8/2)

45. The accesses shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway or future public highway, in accordance with a scheme submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority.

Reason: To prevent surface water discharging to the highway. (Cambridge Local Plan 2006, policy 8/2)

46. Visibility splays shall be provided as shown on the drawings. The pedestrian splays are to be included within the curtileges of the new dwellings. These areas shall be kept clear of all planting, fencing, walls and the like exceeding 600mm high.

Reason: In the interests of highway safety. (Cambridge Local Plan 2006, policy 8/2)

47. No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Planning Authority in consultation with the Highway Authority. The principle areas of concern that should be addressed are:

i. Movements and control of muck away lorries (all loading and unloading should be undertaken off the adopted public highway)

ii. Contractor parking, for both phases all such parking should be within the curtilege of the site and not on street.
iii. Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway)
iv. Control of dust, mud and debris, please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway.

Development shall be carried out in accordance with the approved plan.

Reason: in the interests of highway safety (Cambridge Local Plan 2006, policy 8/2).

Informative Principle aquifers are geological strata that exhibit high permeability and provide a high level of water storage. They may support water supply and/or river base flow on a strategic scale. The site is therefore vulnerable to pollution. The regional use of groundwater in the area also makes the site vulnerable to pollution. The previous uses of the land have contaminated the land and groundwater and remediation is necessary prior to development.

Informative In connection with condition 37, the Environment Agency Groundwater Protection Policy, directs that discharge into groundwater of surface water run-off are not acceptable and only clean uncontaminated water should be discharged into any infiltration structures. The maximum acceptable depth for infiltration structures is two metres below existing ground level with the base of these infiltration structures at least 1.2 metres above the highest seasonal water-table. Given the groundwater levels at this site (2.5m bgl) soakaways are likely to be unacceptable from a pollution prevention point of view. Other drainage options should be considered. Additionally, the construction of infiltration structure in potentially contaminated land is not allowed. All surface water drainage from areas susceptible to oil contamination must be passed through an oil separator designed and constructed to have a capacity and details compatible with the site being drained.

Informative It is recommended in connection with condition 38 that piling on sites underlain by aquifers is avoided where possible and that non-invasive methods such as rafts should be used instead.

Informative Following implementation of any Permission issued by the Planning Authority in regard to this proposal the residents of the new dwelling will not qualify for permits of any kind within the existing Residents' Parking Schemes operating on surrounding streets.

Informative This development involves work to the public highway that will require the approval of the County Council as Highway Authority. It is an OFFENCE to carry out any works within the public highway, which includes a public right of way, without the permission of the Highway Authority. Please note that it is the applicant's responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council.

Informative No part of any structure may overhang or encroach under or upon the public highway unless licensed by the Highway Authority and no gate / door / ground floor window shall open outwards over the public highway.

Informative Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, the cost of which must be borne by the applicant.

Informative The Council's document 'Developers Guide to Contaminated Land in Cambridge' provides further details on the responsibilities of the developers and the information required to assess potentially contaminated sites. It can be found upon the City Council's website. Hard copies can be provided upon request.

Informative The Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Draft Supplementary Planning Document provides further details on the responsibilities of the developers and the information required for adequate Waste and Recycling requirements. It can be found on the City Council's website.

INFORMATIVE: This planning permission should be read in conjunction with the associated deed of planning obligation prepared under s.106 of the Town and Country Planning Act 1990 (as amended). The applicant is reminded that under the terms of the s106 Agreement you are required to notify the City Council of the date of commencement of development.

Reasons for Approval

1. This development has been approved subject to conditions and the prior completion of a section 106 planning obligation (/a unilateral undertaking), because subject to those requirements it is considered to conform to the Development Plan as a whole, particularly the following policies:

Cambridgeshire and Peterborough Structure Plan 2003: P6/1, P9/8 Cambridge Local Plan (2006): 3/1,3/4,3/6,3/7,3/8,3/11,3/12,3/13,4/4,4/11,4/13,5/1,5/5,

2. The decision has been made having had regard to all other material planning considerations, none of which was considered to have been of such significance as to justify doing other than grant planning permission.

3. In reaching this decision the local planning authority has acted on guidance provided by the National Planning Policy Framework, specifically paragraphs 186 and 187. The local planning authority has worked proactively with the applicant to bring forward a high quality development that will improve the economic, social and environmental conditions of the area.

These reasons for approval can be a summary of the reasons for grant of planning permission only. For further details on the decision please see the officer report online at www.cambridge.gov.uk/planningpublicaccess or visit our Customer Service Centre, Mandela House, 4 Regent Street, Cambridge, CB2 1BY between Mon 8am - 5:15pm, Tues, Thurs & Fri 9am - 5:15pm, Weds 9am - 6pm.

B. Members provide officers with a view on the preferred options for delivery of affordable housing. Officers will return to Committee with a draft Section 106 package and affordable housing proposal once further work has been undertaken and for agreement by Members prior to its completion.

Unless prior agreement has been obtained from the Head of Planning, in consultation with the Chair and Spokesperson of this Committee to extend the period for completion of the Planning Obligation required in connection with this development, if the Obligation has not been completed by 31st December 2013, or if Committee determine that the application be refused against officer recommendation of approval, it is recommended that the application be refused for the following reason(s):

The proposed development does not make appropriate provision for public open space, community development facilities, education and life-long learning facilities, transport mitigation measures, affordable housing, public realm improvements, public art, waste facilities, waste management and monitoring in accordance with Cambridge Local Plan 2006 policies 3/7, 3/8, 3/12, 5/5, 5/14, 8/3 and 10/1, Cambridgeshire and Peterborough Structure Plan 2003 policies P6/1 and P9/8 and as detailed in the Planning Obligation Strategy 2010, the Affordable Housing Supplementary Planning Document 2008, the Public Art Supplementary Planning Document 2010, the Open Space Standards Guidance for Interpretation and Implementation 2010, the Eastern Corridor Area Transport Plan 2002, Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document 2012

In the event that an appeal is lodged against a decision to refuse this application, DELEGATED AUTHORITY is given to Officers to complete a section 106 agreement on behalf of the Local Planning Authority, in accordance with the requirements of the Planning Obligation Strategy.



Schedule

House Types
6x HT E
8x HT F1
4x HT F2 Courtyard
3x Coach House A
1x Coach House B
1x Coach House C
1x Coach House D

24 Total House Type Units

Flats
12x 2 Bed Units
07x 1 Bed Units

19 Total Flat Units

43 Total Units

Legend

- 2.4m High steel palisade fence with 50x50mm weldmesh secured to inside of poles
- 2.8m High Close Boarded Fence
- Application Boundary
- Parking Space
- Close Boarded Fence (1.8m high)
- 1200mm High Railings
- Proposed Trees (Indicative)
- Rear Garden Access
- Dwelling Back Door
- Dwelling Front Door
- Parking Space Access

Note:
Proposed trees indicative only. Refer to Landscape Architects drawings for details of proposed Landscaping Scheme and Engineering drawings for all level information.

No.	Date	Amendment	Initials
H	23.10.2012	Updated to Clients comments	LS
G	08.08.2012	TP Boundary line revised Area Schedule Updated	KP
F	03.08.12	Amendments made to flat blocks car parking, bin Stores and cycle Stores Pathways widths increased for cycle and bin access Cycle store added to each house type	KP
E	06.10.11	TP Site: Roof Lights	HvN
D	06/06/2011	Trees Updated	NH
C	20/04/2011	6x Visitor Parking added 4x Visitor Cycle Spaces added	HvN
B	18/03/2011	Amended to clients comments	HvN
A	09/02/2011	Plot 1-14 New Design Applied POS Enlarged & Parking Updated Cycle Ways Amended	HvN

Client : Explore Living
Project : Devonshire Road
Drawing : Site Layout
Scale : 1:200 @ A3
Date : Jan 2009
Status : Planning
Dwg No : 09 - 1716 - 002
Rev : H

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Devonshire Rd, Entrance Perspective

Type F1 - Variation Elevation

No.	Date	Amendment	Initials	No.	Date	Amendment	Initials

Status : **Planning**

Client : **Explore Living**

Project : **Devonshire Road**

Cambridge

Drawing : **House Type F1 - Perspective**

Scale : **1:100 @ A3**

Date : **Sep 2010**

Dwg No : **09- 1716 - 013.2**

Rev : **-**

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R:\Projects\091716 Devonshire Road, Cambridge\Planning\091716_012A HouseType F1

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North West Elevation

Facing the POS



South East Elevation

Facing the Railway Line



South West Elevation



North East Elevation

Facing the Travis Perkins Site

No.	Date	Amendment	Initials	No.	Date	Amendment	Initials
				A	09/03/2011	Rear Facade Windows Added Circulation Core Detail Amended Roof Deck Amended Elevations Refined	HvN

Status : **Planning**

Client : **Explore Living**

Project : **Devonshire Road**

Cambridge

Drawing : **Flat Block - Elevations**

Scale : **1:200 @ A2**

Date : **Jan 2011**

Dwg No : 09- 1716 - **029**

Rev : **A**

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Streetscene A-A

Devonshire Road

No.	Date	Amendment	Initials	No.	Date	Amendment	Initials

Status : **Planning**

Client : **Explore Living**

Project : **Devonshire Road**

Cambridge

Drawing : **Streetscenes**

Scale : **1:200 @ A2**

Date : **Sep 2010**

Dwg No : **09- 1716 - 005**

Rev :

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PLANNING COMMITTEE **03rd July 2013**

Application Number	11/1295/FUL	**Agenda Item**	
Date Received	5th December 2011	**Officer**	Miss Sophie Pain
Target Date	5th March 2012		
Ward	Petersfield		
Site	Travis Perkins Trading Co Ltd Devonshire Road Cambridge CB1 2BJ		
Proposal	Demolition of existing depot building and redevelopment of site to provide: remodelled Travis Perkins depot including the erection of a new depot building and reconfiguration yard area and landscaping.		
Applicant	Travis Perkins (Properties) Ltd.		

SUMMARY	The development accords with the Development Plan for the following reasons: The design and scale of the building proposed is appropriate to the context. The submission does not raise any issues of highway safety. The proposed development provides acceptable levels of car parking.
RECOMMENDATION	APPROVAL

A.0 INTRODUCTION

0.1 The existing Travis Perkins site is 1.23 hectares in area and it is proposed to sub-divide the site into two. For this reason there are two planning applications before Planning Committee. This application seeks consent for the erection of a new depot building, parking, circulation and external storage yard for use by Travis Perkins (the depot scheme). The application site extends to 0.42 ha and roughly covers the northern third of the existing Travis Perkins site. The southern two thirds of the

existing site is the subject of the parallel application (11/1294/FUL) for the demolition of the existing building on site and to construct 43 residential units, public open space and associated works including landscaping, new access and parking (the residential scheme).

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The existing Travis Perkins site lies on the east side of Devonshire Road. It is a broadly rectangular plot with a small narrowing to the southern end of the site, closest to Angus Close.

1.2 The land is presently occupied by Travis Perkins, a Builders Merchant, who have been on the site since the 1970's. The site is predominantly covered with concrete hardstanding and a large building located centrally to the site that is constructed from brick and sheet roofing. The western half is a single storey structure that extends to two storeys in height. The north-west and west of this structure is used for retail and office space. The central and eastern parts of this structure are used for general storage of building materials. There is a further wooden structure in the south west corner of the site that is entirely open and this is used for the storage of wood and other materials. At present, the site has a single access point from the north west corner directly from Devonshire Road.

1.3 On the opposite side of Devonshire Road, facing the site, are two-storey brick houses from the mid-twentieth century, arranged in short terraced blocks, with small front gardens. To the south is Angus Close, which is a cul-de-sac of two storey semi detached properties that face either the Close or onto Devonshire Road and were built during the late 1980's/early 1990's.

1.4 On the east boundary, the site borders Network Rail land. Between the common boundary and the main London-King's Lynn railway line are some sidings, which remain in use and a maintenance track that is used by Network Rail operatives. Informal parking by Network Rail also occurs along this boundary too. It is planned to extend the existing Station car park into this area.

1.5 To the north, there is a vehicular access that leads to a dead end, but provides access to the rear of properties on Mill Road. These properties are a mix of two storey houses and flats over shops, whose windows face southwards, towards the site.

1.6 The application site is designated as site 5.09 in the Proposals Schedule of the Cambridge Local Plan (2006), which is allocated for housing. The application site is within the City of Cambridge Conservation Area No.1 (Central) and is addressed by the Mill Road Conservation Area Appraisal 2011.

1.7 Although none of the buildings are listed, either nationally or locally, there are two of some interest, which are a water tower to the north east corner of the site and a railway shed that is embedded within an existing building on the site.

1.8 The section of Devonshire Road bordering the site falls within a Controlled Parking Zone. Along the western edge of the site, there is a protected tree belt (TPO) which has a variety of trees, some smaller but also larger mature specimens such as an Ash and a Sycamore that was originally grown in order to screen the builders merchant from the residents opposite.

2.0 THE PROPOSAL

2.1 Full planning permission is sought for a new depot building that will be situated in the south west corner of the site, adjacent to the boundary with the proposed residential scheme and Devonshire Road. The building itself is 48 m by 19 m with a mono pitch roof, which slopes downwards towards the adjoining boundary with the residential scheme.

2.2 At its tallest, the building is 8.2 m and at the boundary with the residential scheme it is 6.8 m in height at a distance of no more than 1.5 m from the boundary. The building has brick detailing at the corners and along the plinth while the rest is clad in a light grey material.

2.3 The north west elevation faces Devonshire Road and on this elevation there are tall slim windows which serve the trade counter and offices that are located at the western end of the building at ground and first floor level. These windows provide some opportunities for surveillance. To the east of the building

are areas of storage for materials with four roller shutter doors on the north elevation.

2.4 An inverted 'L' shape layout to the north and east of the proposed building provides external storage for materials and associated car parking and loading bays and manoeuvring route for cars, vans and HGV's.

2.5 A small proportion of the existing protected tree belt is proposed for removal to accommodate the proposed development in combination with the residential scheme. It is proposed to plant three semi-mature trees on the Devonshire Road frontage to replace those which are removed.

2.6 The application is accompanied by the following supporting information:

1. Design and Access Statement
2. Air Quality Assessment
3. Ecology Report
4. Economic Statement
5. Flood Risk Assessment
6. Foul Sewage and utilities Assessment
7. Heritage Statement
8. Land Contamination Assessment
9. Landscaping Proposals
10. Noise Impact Assessment
11. Draft Heads of Terms for Planning Obligations
12. Site Waste Management Plan
13. Statement of Community Involvement
14. Transport Assessment
15. Travel Plan
16. Tree Survey
17. Ventilation and Extraction Statement
18. Viability Assessment

2.7 Since the submission of the initial application, amended drawings and additional information have been received. These details respond to comments made relating to the provision of renewable technologies on the depot, tracking of vehicles and addendums to the transport assessment relating to deliveries and calculation of traffic movements to the proposed site.

2.8 Further consultation regarding the proposed amendments has been undertaken with all relevant consultees and residents who were notified of the application. Their additional comments have been reported below and taken into consideration when assessing the application.

2.9 As part of the assessment for the residential development application, a viability assessment was submitted. Although this assessment does not affect the delivery of the proposed relocated depot, officers would like to make Members aware that this is an issue for the residential development being brought forward.

3.0 SITE HISTORY

Reference	Description	Outcome
11/1294/FUL	Demolition of existing depot building and redevelopment of site to provide: 43 residential units (comprising 18 2-3 bed houses, 6 2-3 bed coach houses and 19 1-2 bed flats), public open space including a play area, and associated works including landscaping, new access and parking.	Pending
C/97/0124	Erection of a new warehouse (648msq) on site of existing office/sales building (246msq) (to be demolished) at Builders Merchants Yard (Sui Generis).	Approved
C/87/0638	Retention of temporary buildings (Extension of period consent)	Approved
C/87/0434	Erection of single storey office extension and cladding of existing warehouse walls.	Approved
C/77/0288	Erection of a storage building	Approved
C/79/1015	Erection of warehouses, offices and timber store together with the laying out of parking spaces and landscaping (submission of reserved matters)	Approved

C/69/0045	Use as warehousing supplementary to business in adjoining buildings and premises	Approved

4.0 PUBLICITY

4.1 Advertisement: Yes
Adjoining Owners: Yes
Site Notice Displayed: Yes
DC Forum (meeting of 18th January 2012): Yes

The minutes of the DC Forum are attached to this report as Appendix 1.

5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridgeshire and Peterborough Structure Plan 2003 policies, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridgeshire and Peterborough Structure Plan 2003	P6/1 P9/8
Cambridge Local Plan 2006	3/1 3/4 3/6 3/7 3/11 3/12 4/3 4/4 4/11 4/13 4/14 4/15 7/3 8/1 8/2 8/4 8/5 8/6 8/10 8/16 8/18 10/1

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

Central Government Guidance	National Planning Policy Framework March 2012 Circular 11/95 Community Infrastructure Levy Regulations 2010
Supplementary Planning Documents	Sustainable Design and Construction Waste Management Design Guide Planning Obligation Strategy Public Art
Material Considerations	<u>Central Government</u>: Letter from Secretary of State for Communities and Local Government (27 May 2010) Written Ministerial Statement: Planning for Growth (23 March 2011)
	<u>Citywide</u>: Arboricultural Strategy Cambridge and South Cambridgeshire Strategic Flood Risk Assessment Cambridge and Milton Surface Water Management Plan Cambridge Walking and Cycling Strategy Protection and Funding of Routes for the Future Expansion of the City Cycle Network Cambridgeshire Design Guide For Streets and Public Realm Cycle Parking Guide for New Residential Developments

	Air Quality in Cambridge – Developers Guide
	Area Guidelines: Eastern Corridor Area Transport Plan Mill Road Area Conservation Area Appraisal (2011)

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways)

First Response (14th December 2011)

6.1 It is essential that delivery vehicles are able to enter and leave the site in a forward gear, as a vehicle manoeuvring on the public highway would cause conflict with pedestrians and cyclists to the detriment of their safety.

The manoeuvring diagram appears to show the delivery vehicles path conflicting with car parking and storage areas, which would be unacceptable.

Second Response (23rd January 2013)

A revised manoeuvring diagram has demonstrated that there is sufficient space for vehicles to move around the site and enter and leave in a forward gear.

Cambridgeshire County Council (Transport)

First Response (12th January 2012)

6.2 The transport assessment has no calculations to support the trip generation of the new dwellings and without this information, officers are unable to form a view as to whether a corridor transport contribution is required. Furthermore, no assessment has been made of the impact of generated traffic on the surrounding highway network, while the draft travel plan contains little information and carried no weight.

Second Response (6th December 2012)

The existing Travis Perkins traffic generation has been scaled down based on the reduced level of parking provision.

Whilst it may well produce a similar level, the County Council would wish to see a calculation based on a comparison of the gross floor area of the existing and proposed Travis Perkins operations since car parking provision will only have an impact on the number of vehicular trips and not the total number of all-mode trips. All-mode trips provide the basis for the CATP calculations.

Specifically, can summary tables be provided to demonstrate that the number of GVs will be reduced by 65% (again based on GFA rather than just parking provision) showing the number of vehicles into and out of the site, pre and post development, for the AM peak, PM peak and all day.

Similarly, can summary tables be provided to demonstrate the claim that over 24 hours there will be fewer vehicular trips overall. It would be helpful if this could show, for Devonshire Road both north and south of the site accesses, northbound and southbound flows for the AM peak, PM peak and all day for with and without development scenarios.

Cambridgeshire County Council (Archaeology)

6.3 The area lies in an area of Cambridge developed from the late 19th and early 20th centuries. Consequently, the area has seen relatively little archaeological work and the potential for significant archaeology of pre medieval date can be considered uncertain. Investigations to the south west have identified evidence for activity of Roman date. There is also potential for evidence of the late 19th century industrial development of the site to survive and buildings associated with the railway located in the area too benefit from recording prior to demolition. For this reason, the imposition of an appropriate condition is required.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

6.4 The consideration of infiltration devices is fully supported and should be explored through the design process. The building itself does offer an opportunity for the use of a green roof and this should be considered further. It is recommended that a condition requiring a full foul and surface water drainage strategy be required, including details of adoption and maintenance.

Head of Streets and Open Spaces (Nature Conservation Officer)

6.5 The only habitat of value on the existing site is the strip of mature planting, native and non-native, along the Devonshire Road frontage. The applicant proposes to remove this which would be detrimental to local ecology in the short to medium term. Perhaps initial retention and a phased approach to replacement and improvement of this belt could be considered? The ecological survey provides little in the way of enhancement, these should be sought through provision of appropriate SUDs schemes, including green roofs.

Urban Design and Conservation Team

6.6 There is support for the proposed relocation of the building to the western frontage of the site, which is considered to improve the continuity of the built frontage along Devonshire Road and provides an efficient use of the rear yard area. The proposed depot would be between 4m and 7 m from the Devonshire Road footpath and the inclusion of three semi-mature trees would continue the alignment of those proposed as part of the residential scheme.

The proposed scale and massing of the development, although more bulky than the predominant surrounding residential dwellings is considered acceptable in urban design terms.

Consideration of window placement and their contribution to surveillance needs to be considered.

In order to mitigate the impact of the depot upon the residential site it is essential that soft landscaping is included, which at present do not appear on the submitted drawings.

Head of Streets and Open Spaces (Landscaping)

6.7 The tree planting is supported in line with that proposed for the residential site. Fencing details are required as it should be residential in character while fulfilling its security function.

The installation of a green roof would greatly improve the visual intrusion of the building, particularly when viewed from the residential site and would assist in the surface water management of the site.

Senior Sustainability Officer (Design and Construction)

First Response (3rd January 2012)

6.8 Energy calculations have been included for the new depot, which set out what the 10% renewable energy requirement would be, but it would appear that no renewable technologies have been incorporated as part of the scheme. Reference is made to PV having been ruled out as only a large array would make a significant contribution to the electricity supply of the building; however this is not substantiated by any information as to what size of system could be installed and what contribution this could make to the energy requirements of the proposed building.

It is acknowledged that buildings of this nature can be difficult to match with an appropriate renewable or low carbon energy solution, but it is felt given the roof space available further consideration should be given to the use of a photovoltaic array to provide for some of the buildings electricity requirements, even if this does not fully meet the requirements of Policy 8/16.

Second Response (17th December 2012)

Insufficient information has been provided to justify why the provision of renewable energy for this proposal is not viable. Even if the full 10% requirement cannot be met, the redevelopment of the depot should make some attempts to incorporate renewable energy provision to meet some of the

electrical requirements of the depot. At present insufficient justification has been provided to demonstrate why this is not viable, in either technical or financial terms.

Head of Environment and Refuse

First Response (28th December 2011)

6.9 The drawings show that the area for pallets and skips is located on the boundary with plots 22-24 of the residential scheme. Although a 2.8 close boarded fence would be located on the boundary, this does not reduce the noise of skips and pallets moving about to a satisfactory level and that amendments to the layout of the depot site need to be undertaken. The concerns relating to noise cannot be resolved by condition and alterations need to be sought prior to the granting of planning permission.

The development site is of a considerable size and is confined by the existing residential properties opposite. This will both be subject to the disturbance such as noise, vibration and dust from the demolition and construction process. A Demolition and Construction Environmental Management Plan would be appropriate to minimise the risk to the amenity of residents and it is suggested that this is required through a condition.

The Air Quality Assessment has been reviewed and in relation to the transport assessment it indicates that there will be marginally fewer trips as a result of the proposed development. Although there will be a small increase in car trips, the reduction in HGV trips will be approximately 65% and as such the overall impact on air quality would be neutral or slightly improved.

Second Response (11th January 2013)

The layout of the depot site has been amended so that the skips and pallets are on the eastern boundary and this increased distance will reduce the noise of the movement of the skips at the proposed houses, to a level which is considered acceptable. This layout should be conditioned so that it is laid out and retained in accordance with approved drawing.

Further clarification needs to be provided regarding the information within the amended noise report. The depot is identified as being open between 07:30 and 17:00, but it

appears that the background noise levels were taken outside of these working hours and as such is inaccurate. Additionally, the number of deliveries is not defined and this is also required.

The noise report identifies that the noise from deliveries by HGV would be 4.5 dB above the background noise level, which is 1.5 dB above the Environmental Health maximum.

Third Response (13th March 2013)

It has been clarified that the weekday opening of the depot site would be 07:30 until 17:00 and that there would be one delivery per day. Providing that the opening times and installation of the close boarded fence on the southern boundary to the residential scheme is installed and conditioned, the proposed development is considered to be acceptable.

Consultative Panels

Design and Conservation Panel (Meeting of 16th March 2011)

6.10 Minutes of the meeting;

- Depot. The Travis Perkins building provides only a blank gable to the street. Within such a setting, this is not a standard industrial site and therefore needs a bespoke solution that effectively addresses the road, particularly if the building is likely to be in place for some time. Alternatively, the Panel would welcome an alternative location for the building within the site.

Conclusion

As no plans were provided, the Panel are able to make few comments on the Travis Perkins site, beyond its need to address its setting. As a step forward, the Panel would strongly urge the development of a Masterplan for the entire area that could reveal both the residential scheme and the commercial site with this context. In terms of density, the proposed residential development is by no means greedy, but nevertheless raises questions regarding access and the management of cars on site (particularly visitor parking). The 'snake' building needs further consideration as the units and

rear garden spaces relate poorly to each other. The issue of the trees is a sensitive one but the Panel remain fairly flexible on the issue of retention or replacement.

Verdict was unanimous amber.

Design and Conservation Panel (Meeting of 18th January 2012)

6.11 Minutes of the meeting;

- Travis Perkins depot building. The Panel welcome the improvements made to the design, particularly to the front gable but wondered whether angling the west gable to make it parallel to Devonshire Road could help further by providing a continuous line of landscaping along the street frontage, ideally not obscured by railings. As the building's use could change in the future, the Panel hopes that this be built to a sufficiently high standard to allow conversion to other uses.
- PV installation on the depot building. Though the Panel understand that Travis Perkins may not be supportive, they thought that this mono-pitched roof, facing southwest, would be an ideal location for a PV installation and also wish to encourage the idea of a green façade facing the residential units.

Conclusion

The Panel praised the design team for responding to the comments made last time. Members still feel that the garden spaces will be rather landlocked, but were prepared to accept the density of the building on this site and could therefore endorse the strategy that the design team proposed.

Verdict was unanimous green, subject to the recommendations made.

6.12 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

7.0 REPRESENTATIONS

7.1 The owners/occupiers of the following addresses have made representations:

- Top floor flat, 18 Devonshire Road
- 24 Devonshire Road
- 42 Devonshire Road
- Glisson Road and Tenison Road Residents Association

7.2 The representations can be summarised as follows:

- Travis Perkins have a preference to find a new site for the depot and this would be the preference of local residents. However no other sites have proved suitable. There is a wish for the City Council to confirm whether there is a possibility of the Mill Road depot being available to Travis Perkins and that there are no other suitable sites likely to become available in the near future;
- Concern that the pro rata reduction in trips to and from the builders yard is arbitrary and that there needs to be a more convincing basis for the reduction in trips, especially the HGV's;
- Concern that as the depot is smaller, there will be a need to re-stock it more frequently and that Travis Perkins will continue to be used by builders, leading to an overall increase in traffic levels on Devonshire Road;
- The minimal level of car parking is likely to be severely congested in the morning around 8 am and that builders vans will be queuing in both directions on Devonshire Road;
- Existing problems on Devonshire Road with the level of traffic and that HGV's and vans lead to regular traffic jams;
- Undesirable to have large lorries on Devonshire Road and neighbouring streets and that these lorries are pollutants and a road safety issue, given the young children along Devonshire Road;
- The creation of an additional entrance onto Devonshire Road will bring about further congestion;
- It is considered that in the best interests of long term planning, Travis Perkins should not remain on the site. The traffic, particularly the HGV's are not compatible with a residential area;

- The tree belt should not be removed and that the developer should work around the trees.

7.3 The owners/occupiers of the following addresses have made representations objecting to the amendments to the proposal;

- 42 Devonshire Road

7.4 The representations can be summarised as follows:

- As per earlier submissions, the premise that traffic will reduce in proportion to the reduction in the number of parking spaces or gross covered floor area is arbitrary and mis-leading as a 65% reduction in floor space, does not lead to a 65% reduction in trips to the site;
- Products will continue to be stocked and a reasonable assumption would be that turnover and trips would only reduce modestly and as such a greater reduction needs to be justified;
- The justification for the reduction in HGV's by 65% is that customer deliveries will be made from another site.

7.5 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

8.0 ASSESSMENT

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

1. Principle of development
2. Context of site, design and impact upon the Conservation Area
3. Landscape and Arboriculture
4. Ecology
5. Renewable energy and sustainability
6. Residential amenity
7. Refuse Arrangements
8. Transport Movements
9. Car and cycle parking
10. Strategic Cycle Route
11. Public Art

12. Third party representations
13. Planning Obligation Strategy

Principle of Development

8.2 The existing site is more than 0.5 hectares and as such, it has been identified on the Proposals Map (5.09) as a safeguarded site for residential development. The site is presently in an industrial use. The southern two thirds of the site have come forward for residential development with the parallel application (11/1294/FUL). This application relates to the northern third, which would remain as an industrial use, occupied by the existing operator. Policy 5/1 of the Cambridge Local Plan 2006 does not prejudice existing uses upon the site and does allow these to remain, expanding or reorganising their premises as required. As such, policy 5/1 does provide for the flexibility in developing part of the site as the safeguard provision allows for, but also for the existing business to remain on part of the site in a reorganised manner.

8.3 Policy 7/3 of the Cambridge Local Plan 2006 states that development including changes of use that result in the loss of industrial or storage floorspace will not be permitted where the site is identified on the Proposals Map as protected industrial/storage floorspace. The existing site is not identified as a protected site and therefore the proposal meets this part of the policy. Policy 7/3 goes on to say that development which results in the loss of industrial/storage floor space elsewhere in the city will only be permitted if it meets one or other of a number of tests. One of these tests is where redevelopment of mixed or residential development would be more appropriate. In my view, given the predominantly residential character of this part of the City, and the long established use of the site as a timber/builders merchant, there are good grounds to argue that a mixed use would be at least as suitable in this context as a single commercial use.

8.4 Policy 3/6 of the Cambridge Local Plan seeks for an application to demonstrate that where part of a site is being developed, that due consideration has been given to safeguarding appropriate future developments on the remainder of the site. The application has provided an option of how the layout and typology of housing could be replicated in a way that ensures that the proposed site has been developed with a coordinated

approach in mind, should the final third become available for development in the future.

8.5 In my opinion, the principle of development is acceptable and in accordance with policies 3/6, 5/1 and 7/3 of the Cambridge Local Plan 2006.

Context of site, design and impact upon the Conservation Area

8.6 The site lies in an area of predominantly housing, with the existing industrial use signifying an historic anomaly. The site is located within the City of Cambridge Conservation Area (No.1 Central), which is addressed within the Mill Road Conservation Area Appraisal.

8.7 The proposed development is a two storey form with a mono-pitch roof rising from approximately 6.8 m to 8.2 m. The height of the proposed building lies below the ridge height of the proposed terraces (8.4m) which front Devonshire Road in the adjacent residential scheme. The orientation of the depot, east to west, reduces the bulk of the building when viewed from Devonshire Road, with the side elevation fronting the street, which is no more than 19 m in width. It is accepted that the proposed scale and massing of the building is bulkier than the predominant surroundings, but that the design of this building has been altered for its context, rather than the use of a standard depot design used by the operator, elsewhere.

8.8 The design of the building has used brick edges and plinth, while the remainder of the elevations are cladded in a light grey material. The internal uses were reconsidered prior to the submission of the application, which has enabled the introduction of windows on the north west elevation of the building, fronting onto Devonshire Road. There are four full height windows proposed which serve the customer trade area at ground floor and the staff canteen in part on the first floor. There are then four further windows, which are indicated as dummy windows and would be in the stairwell location. I would wish to see the use of all of these windows where possible and that clear glazing and the removal of dummy windows are provided to maximise surveillance and provide an elevation that interacts with the street. I have recommended that a condition be imposed to provide details prior to the commencement of

development. Officers are of the view that the design and appearance of the proposed building is acceptable and does not harm the character of the Conservation Area.

8.9 The location of the building in the proposed place improves the continuity of built frontage along Devonshire Road and by ensuring a setback of between 4m and 7m it enables the planting of semi-mature trees, which will provide some screening to the depot site, in line with those proposed for the residential scheme.

8.10 Consideration has been given to alternative locations on the site for the building, including situating it closer to the eastern boundary. However, the view of officers was that this required the storage of materials to occur along the street frontage, which was undesirable and would cause greater harm to the visual character of the Conservation Area.

8.11 Given that the proposed depot building is moving closer to the street and will not be as shielded from the street as existing, means that a form and appearance appropriate to this context needs to be achieved. It is appreciated that the buildings design is functional, but that the way that it is orientated and interacts with the road alleviates its scale and massing in a successful manner. For these reasons, I consider that the proposed design is acceptable and does not detract in a manner that is detrimental to the appearance and character of the Conservation Area.

8.12 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7 and 3/12.

Landscape and Arboriculture

8.13 To the front of the existing industrial site is a tree belt of protected trees, located behind a 2 m high close boarded fence, that abuts the public footpath. From representations received, I have assumed that this tree belt was grown in order to screen the industrial use from the residential properties opposite and it is approximately 25 years old. During its life, other trees have self seeded themselves and this belt has become more dense and with minimal arboricultural work, it has become quite a competitive environment for the trees and in the view of officers is not in a good condition. However, it is accepted the residents

do value the visual quality of the trees and the contribution that it makes to the character of the area.

8.14 The existing protected tree belt extends up to the existing entrance into the site, although it is densest towards the southern two-thirds of the site, adjacent to the residential scheme site. Along the western boundary with the proposed depot development there are two groups of trees (G1 & G2) which are category C trees (those that could be retained, low category). There are also a Red Maple and a Field Maple (T3 & T4) that will be affected by the proposed development, which are category B and whose retention is desirable.

8.15 The application seeks to remove all of the existing trees and to carry out landscaping proposals, which incorporate a replacement tree belt along the length of the western boundary abutting both the residential and the depot scheme sites.

8.16 Taking consideration of representations, I understand the importance of these trees not just in terms of visual amenity, but the varied ecology that they also provide to an urban area of the city. I have visited the site on a number of occasions and throughout different seasons to observe the value that these trees provide to the local residents and surrounding area.

8.17 To pursue the development, while retaining the existing tree belt has its associated risks, which is primarily that the removal of the concrete hardstanding that the existing depot site sits upon, will destabilise the trees, but will also alter their environment in such a way, that they will not be able to adapt successfully. While I appreciate that a proposed development should be designed with due consideration of the site constraints, protected trees being one of these, there are other difficulties that need to be addressed. The removal of the hardstanding needs to occur for the re-development of the site and while mitigation measures can be put in place to manage adverse impacts, the reality is these may not be successful. The existing tree belt has grown in competitive circumstances and if the belt were to be thinned out in order to provide the more substantial trees with an opportunity they may not respond well to being exposed.

8.18 The application provides the opportunity to carefully design and landscape the eastern side of Devonshire Road, which has been left for a number of decades, with little investment in its appearance. To retain the existing tree belt, albeit thinned out, does not in my view or the view of the landscape architects provide an appropriate boundary to the western edge of the site. The opportunity that this application proposes is one of great merit, which will allow the improvement of the street scene of Devonshire Road with the planting of new trees, and increase permeability and light into the application site, while still retaining an appropriate level of visual amenity to the existing residents. Appropriate conditions would need to be imposed to ensure that the spacing, variety and maturity of the tree were appropriate for the location, but such conditions would be reasonable and appropriate to this application.

8.19 On balance, my recommendation is that the existing protected tree belt be removed and replaced with a new line of trees that adds visually quality and amenity to Devonshire Road and its occupants. I believe that to not take the opportunity that this development provides to plant a tree belt that is appropriate to a residential area and not for the purposes of screening an industrial use would be a regrettable one. Along the boundary with the proposed depot site, the trees are categorised as having a limited lifespan and this opportunity would enable trees of an improved health to be planted and maintained correctly for future years.

8.20 To the northern boundary of the depot site are a group of small leaf lime trees and a number of sycamores of varying health, that are located outside the ownership of the application site. However, given their tree canopy's and root protection areas, which are likely to encroach on the proposed site, consideration of these trees needs to be made. The view expressed within the tree report submitted with the application is that the encroachment of these trees is minor and that if pruning works were managed now, then these would be minor and would not detrimentally affect the amenity or shape of the trees. Further to this, there could be a condition that requires the root protection areas to be protected during the length of development works upon the site to ensure that these trees are not harmed by the placement of work vehicles over this sensitive area.

8.21 Finally, there is a Tree of Heaven situated on the eastern boundary, adjacent to the railway line. The proposed site layout plans indicate that this tree will be retained. However, given its location in an area proposed for the storage of concrete blocks, its retention may not be possible. Appropriate conditions can be imposed to enable officers to work with the developers arboriculture officer to pursue its retention, but if not possible then it may need to be removed and replaced.

8.22 In my opinion the proposed development is acceptable and provides demonstrable public benefits which outweigh the current amenity value of the trees and that the imposition of conditions to submit information in order for those trees which are to retained are protected and pruned accordingly ensures that the proposed development is in accordance with the Cambridge Local Plan 2006 policy 4/4.

Ecology

8.23 Along the western boundary is the only habitat of value on the existing site, which is the strip of mature planting of native and non-native trees along Devonshire Road. The proposal to remove this tree belt would be detrimental to the local ecology in the short to medium term according to the Council's Nature Conservation Projects Officer. For this reason, he has suggested that perhaps initial retention and a phased approach to the replacement and improvement of the tree belt should be considered. Officers are of the view that this is reasonable and to ensure that the ecology of the area is protected for the long term, the replacement timetable for tree planting can be conditioned to ensure it is undertaken in agreement with officers.

8.24 In my opinion, providing that a condition is imposed for the phased approach of removal and replacement planting, the proposal is compliant with Cambridge Local Plan 2006 policy 4/3.

Renewable energy and sustainability

8.25 The proposed development has an optimum south west facing roof slope, which is considered to be appropriate for the use of PV panels to bring about a carbon reduction for the proposed development. Through the submission of a revised energy

statement, it is proposed to install 18m^2 of PV panels on this slope, which would lead to 1.02 tonnes of CO_2 savings per year, which represents a 5% reduction in CO_2 emission reduction.

8.26 In parallel with the inclusion of a PV array, the new building incorporates a number of energy efficient features that are included in the built fabric, which are a building management system to monitor and control all systems within the building to ensure that heating and cooling systems are highly responsive and operate at their optimal efficiency; measures to minimise heat loss and air infiltration and efficient external lighting that are fitted with time or daylight sensors.

8.27 The Sustainability Officer has reviewed the recently submitted information relating to the applicants proposals to reduce the emissions of the site through a level of renewable energy resources, fabric improvements and energy efficiency measures. It is recognised that the site is constrained in its use of renewables and that a range of alternatives have been considered in the report. As such, the provision of 18m^2 of PV panels used in conjunction with the proposed energy efficiency measures and fabric improvements is the most appropriate way to improve the efficiency of the proposed building in comparison with the existing.

8.28 In my opinion the applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with Cambridge Local Plan (2006) policy 8/16 and the Sustainable Design and Construction SPD 2007.

Residential Amenity

Impact on amenity of existing neighbouring occupiers

8.29 The existing depot site is operated by Travis Perkins and has been since the 1970's. Through consultation responses, neighbours have identified that because of the vans and goods vehicles that are associated with the use, it does cause congestion, noise and pollution that is considered to be out of keeping with the residential nature of the area. As such, given the opportunity for the existing depot site to be redeveloped, it is the preference of residents to see the depot function removed from the site entirely rather than relocated and reorganized onto a smaller site.

8.30 Neighbours are concerned that with a smaller site, the capacity to store stock is reduced and that this in turn will lead to the requirement for additional deliveries to the site, which would be a disturbance to the enjoyment of their properties and amenity. Taken at face value, this would appear to be the case. However, although the proposed site is smaller, the level of use is considered to be akin to the level of use that is already occurring on the present site, albeit it that the function is spread across a larger site. The existing site is considered to be inefficient in its function, with a significant amount of space for storage of materials and unused hardstanding. The addendum to the transport assessment, identifies that one delivery per day will occur. Officers have considered whether it would be reasonable to either limit the number of deliveries to the site per day and/or the hours of delivery. Given that the proposed site operates in quite a different way to the existing site the view of officers is that a condition could be imposed that details the hours of delivery in order to protect the amenity of neighbours.

8.31 The proposals to condense the operations of the site will ensure that the space is utilized effectively and that products that are popular are stocked, with modern methods of monitoring stock levels employed to ensure that the site works to its greatest potential.

8.32 Alternatively, the consideration should be given to the fact that if Travis Perkins were to remain on their existing site, they could consider the operations on the site to improve its efficiency and providing there were no structures that required planning permission, the throughput of the site could alter quite significantly.

8.33 I appreciate that this has an implication upon the residential amenity of the existing and future occupants, but I explore this issue within the transport movements section of my report, which is a more appropriate place to address this issue in full.

8.34 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7 and 4/13.

<u>Amenity for future occupiers of the neighbouring residential site</u>

8.35 Initially, the layout of the depot site showed areas for pallets and skips on the boundary with residential plots, 22 – 24 and their associated gardens. This was not considered acceptable despite the inclusion of a 2.8 m high close boarded fence along the neighbouring boundary. Given the noise that is associated with moving skips and pallets, the amenity for the future occupiers was likely to be poor. For this reason an amended layout plan for the depot, which moves noisy activities to the eastern boundary away from the residential site is considered to be acceptable and the close boarded fence will protect them from general vehicle noise. To ensure that this layout is implemented, a condition is recommended to prevent the layout from altering and potentially harming the amenity of the future residents.

8.36 As such, it is the view of officers that the future residents are protected from adverse noise impacts through the design and layout of the application site and the proposed neighbouring depot site. The level of noise that there are exposed to are within the acceptable parameters that officers would expect and for this reason, we are confident that their level of amenity will be appropriate.

8.37 In order to protect the amenity of the existing and future neighbours the hours of operation will be conditioned to those indicated within the planning application. These are 07:30 – 17:00 Monday to Friday and 08:00 to 12:00 on Saturday. There will be no opening on Sunday's or Bank Holidays. This remains as the existing depot's opening hours. A condition is also proposed to limit the hours when deliveries can occur to the site.

8.38 In order to protect residents during the demolition and construction process, a condition is imposed that requires a Demolition and Construction Environmental Management Plan (DCEMP) to be submitted prior to the commencement of works and provides officers with information regarding how noise, vibration, dust, wheel washing, contractors arrangements and working/delivery hours will be managed in order to minimise the impacts of development upon the existing neighbours around the site.

8.39 In my opinion the proposal provides a high-quality living environment and an appropriate standard of residential amenity for future occupiers, and I consider that in this respect it is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12.

Refuse Arrangements

8.40 As a commercial site it will produce waste in the form of paper, cardboard, plastic wrapping and wood. As a commercial business, the operators are required to pre-sort their waste and as such will require a minimum of two bins. The submitted plans do not indicate where the waste storage for the site will be located. While the site is constrained and waste management needs to be correctly designed, I consider that this can be incorporated into the site in an acceptable way. A condition is recommended to ensure that these details are agreed prior to the commencement of development.

8.41 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

Transport Movements

8.42 The proposed development seeks to reduce the gross floorspace by 65% in comparison to the existing site. The Transport Assessment concludes that for this reason, there is a predication that there will be 65% less traffic movements and provides the justification to provide 65% less car parking spaces. Although this is a recognised method for calculating the number of transport movements, it is recognised by officers as being a relatively crude calculation too. Further to this, there are ways that throughput of the site can be maximised using efficiency measures that may mean that the reduction is not as great as 65%. Furthermore, the Transport Assessment did attribute the reduction in forecasted traffic from Travis Perkins as reasonable because customer deliveries would be taking place from a depot elsewhere due to the reduced stock held on site at Devonshire Road.

8.43 For this reason, it can be assumed that the reduction of 65% is a best case scenario. However, the size of the proposed site is generally self-limiting in terms of the number of all modal trip movements that could occur from the site. In order to trigger

area corridor transport payments, the number of daily trips would need to increase by 82 (32 fewer trips that the transport assessment identifies plus 50 additional movements as required by the area transport corridor plan to trigger contributions). This application associates a proposed 221 trips to the proposed use.

8.44 The applicants have indicated a willingness to undertake traffic monitoring post development in order to establish if there are any additional trips that are being generated by the proposed development.

8.45 Representations have identified that residents are concerned about the number of HGV movements that would be associated with the proposed development as there is an assumption that the number of these will also reduce by 65%. Part of this justification is that customer deliveries would be made from alternative sites. Although these are not specified, Travis Perkins do also have branches in Stapleford and Cottenham. Further information has been requested to confirm how many HGV trips are required to service customer deliveries and how this will alter with the proposed development. This information shall be reported on the amendment sheet or orally at the meeting.

8.46 The existing situation sees 26 HGV trips into the site and 23 out of the site between 07:00 and 19:00. The proposed development sees 9 HGV trips into the site and 8 out during the same time period. The appendix to the noise report confirms that the site will receive one stock delivery per day as the site will exercise just in time deliveries given the restricted area that is available for the storage of stock and materials. Officers appreciate residents' concerns that holding smaller stock quantities on site will necessitate more frequent stock deliveries, but the view of officers is that given Travis Perkins experience on other sites, they are able to manage their stock levels effectively so that it only necessitates a single delivery per day. This would insinuate that the remaining HGV trips are the customer delivery trips, although this will be confirmed on the amendment sheet.

8.47 As described within the residential amenity section of this report, Travis Perkins could remain on their existing site and intensify operations which would not require planning

permission, but could significantly alter transport movements to and from the site by the improved efficiency of the site.

8.48 Subject to the presentation of information relating to the number of HGV's trips attributed to customer deliveries, I consider that although a reduction of 65% is a best case scenario, the number of transport movements will be no worse than the existing or the situation where efficiency of the existing site is improved. I appreciate that the view of residents is that the function of Travis Perkins is relocated away from Devonshire Road, but that the application presented is that it remains on a smaller site and I do not consider that it is reasonable to recommend refusal of the application on the basis that quantity of transport movements will be any worse than the existing situation. For this reason I consider that the proposed development is in accordance with policy 8/2 of the Cambridge Local Plan (2006).

Car and Cycle Parking

Car Parking

8.49 The proposed depot building has a gross floor area of 1,160m^2. The site is within a controlled parking zone, which the Cambridge Local Plan 2006 indicates requires 1 space per 100 m^2 GFA as a maximum level. This would equate to 11.6 car parking spaces. The proposal includes 9 car parking spaces, which equates to 78% of the maximum level of car parking provision. There is also a disabled car parking space too, bringing the total to 10 spaces.

8.50 I appreciate that some residents are concerned that this level of car parking is not sufficient, especially during peak hours, particularly the morning and before the site closes. However, the proposed site operates so that tradespeople move around the site in a clockwise direction to pick up supplies as necessary. They then use the parking spaces to enter the depot building to pay. As such, the capacity of the site will allow vehicles to move around and shall only use the car parking prior to exiting. For this reason, there will be a regular turnover of car parking spaces. Furthermore, the level of car parking within the local plan is a maximum and as such, officers are of the view that there is sufficient provision on the proposed site.

8.51 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/10.

Cycle Parking

8.52 The City Council's Cycle Parking Standards requires 29 cycle parking spaces for the proposed development. This is a minimum number of spaces that should be provided. However, officers are of the view that the site is unlikely to generate sufficient employment on the site, whereby the 29 cycle spaces would be effectively utilized. Furthermore, given the nature of the business, there are a small number of customers who would travel to the site by bicycle, given the size and weight of products that are sold at the site. The business warrants its customer base to use motorized transport and so the need for car parking spaces has been prioritized. A level of cycle parking will be provided, for the use of staff and customers but it is the view of officers that the area that could be utilized for cycle parking would be much more effective as car parking for customers of Travis Perkins.

8.53 In my view, the proposal does not comply fully with policy 8/6 of the Cambridge Local Plan (2006), but this shortcoming does not provide a basis for refusal of the application given the justification for a reduction in cycle parking spaces and that to do so would not be reasonable.

Strategic Cycle Route

8.54 Like the residential scheme, the Transport Officer at the County Council has indicated that the scheme should provide a wedge of land within the depot site that can be safeguarded for the future implementation of the strategic cycle route.

8.55 A pinch point at the northern end of the existing site has been identified by Network Rail, which is caused by the positioning of existing gantries. To move the gantries would potentially render the provision of the strategic cycle route unviable. For this reason, the document 'Protection and Funding of Routes for the Future Expansion of the City Cycle Network', which provides supporting guidance to policy 8/5 of the Cambridge Local Plan 2006 identifies that the route should be incorporated into the redevelopment of the site.

8.56 For this reason, officers in discussions with Network Rail have identified that a wedge of land no more than 4 m in depth, along the eastern boundary of the site, needs to be safeguarded. This wedge of land can be secured via a Section 106 Agreement, attached to the depot application. In saying this, Travis Perkins have agreed that it would be feasible for them to continue operating on the site, even with the wedge of land removed from the site. Should an alternative site be found and Travis Perkins move, then this wedge of land would form a constraint on the future development of the site and would continue to be safeguarded for the implementation of the route.

8.57 In my view, providing that the land identified is safeguarded through a Section 106 Agreement, the proposed development is in accordance with policy 8/5 of the Cambridge Local Plan 2006,

Public Art

8.58 The Public Art SPD provides guidance on Public Art as part of a new development. The applicants believe that as the proposed development does not result in any increase in floorspace, any impacts on the locality will be reduced. The SPD does specify that all major development, which in this instance is where the gross floor area is 1000 m^2 or more and includes major new build or refurbishment where planning permission is required, will dedicate 1% of the capital construction cost to public art. Therefore, despite the fact that the depot floorspace is decreasing when compared to the existing, the proposed development is more than 1000 m^2 and as such, is eligible to pay a contribution towards public art.

8.59 However, it is also essential to consider the implications of the Community Infrastructure Levy (CIL) Regulations 2010. Part 11 of the CIL Regulations 2010 stipulates that an obligation should pass the following tests;

a) It is necessary to make the development acceptable in planning terms;
b) It is directly related to the development; and
c) It is fairly and reasonably related in scale and kind to the development.

8.60 Given that the use of the site is not altering and that the impact of the proposed development will be mitigated by the positioning of trees, in my view it is difficult to justify that the addition of public art to this development will mitigate its impact on the wider area. I consider that this will come from the landscaping including the planting of mature trees. I do not consider that the first test set by the CIL Regulations 2010 is passed and for this reason I do not recommend that a commuted sum for public art be sought.

8.61 In my opinion the proposal is compliant with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and 9/8 and Cambridge Local Plan (2006) policies 3/7 and 10/1 and the Public Art SPD 2010.

Third Party Representations

8.62 The majority of residents concerns have been addressed by the report within the residential amenity and transport movements sections.

8.63 The remaining points relate to the possibility for the depot to relocate elsewhere and if there may be any other suitable sites that are likely to become available in the near future and that as the depot is smaller, there will be a need to restock on a more frequent basis.

8.64 I am aware of residents desire for the depot to move off of the site in Devonshire Road and that there is an indication that Travis Perkins also wish to move. While other sites may have been considered by Travis Perkins, at present there are no alternative sites which are suitable for their operations. I appreciate that residents highlight the Mill Road depot, which is owned by the City Council and houses a number of services as an alternative, but at present, this is unlikely to be available in the near future. For this reason, the application seeks the retention of the depot on a reduced section of the site in order for Travis Perkins to continue their business operation. This is the application that is before officers for their assessment and recommendation.

Planning Obligations

8.65 The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests then it is unlawful. The tests are that the planning obligation must be:

(a) necessary to make the development acceptable in planning terms;

(b) directly related to the development; and

(c) fairly and reasonably related in scale and kind to the development.

In bringing forward my recommendations in relation to the Planning Obligation for this development I have considered these requirements.

Safeguarding land for the strategic cycle network

8.66 An identified pinch point at the northern end of the site means that in order to enable the development of the Chisholm Trail, an area of land within the depot site needs to be safeguarded, through a schedule within the Section 106 Agreement. The safeguarding of this land would enable Travis Perkins to use it for their own storage purposes until such a time that the County Council call upon the land for the construction of the trail. The requirement of this section of land and to secure its future use is required in order to make the proposed development acceptable in planning terms and for this reason meets test (a) of the CIL Regulations 2010.

Transport

8.67 Contributions towards catering for additional trips generated by proposed development are sought where 50 or more (all mode) trips on a daily basis are likely to be generated. The site lies within the Eastern Corridor Area Transport Plan where the contribution sought per trip is £229.

8.68 The Highway Authority has made an assessment of the proposal, on which the following assessment of expected additional trips and contributions is based. Following this

assessment, the proposed development does not create more than 50 additional trips and for this reason, no contribution is sought.

Monitoring

8.69 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to the costs of monitoring the implementation of planning obligations. The costs are calculated according to the heads of terms in the agreement. The contribution sought will be calculated as £150 per financial head of term, £300 per non-financial head of term. Contributions are therefore required on that basis.

Planning Obligations Conclusion

8.70 It is my view that the planning obligation is necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the Planning Obligation passes the tests set by the Community Infrastructure Levy Regulations 2010.

9.0 CONCLUSION

9.1 The application site has been allocated for housing with Development Plan Policy. However, policy 5/1 of the Cambridge Local Plan (2006) does not prejudice existing uses upon the site and does allow these to remain, expanding or reorganising their premises as required. At 0.42 ha, the application site is of a compact size, which has a variety of constraints upon it, which has influenced its design and layout.

9.2 The view of officers is that the design, layout and appearance of the proposed development is acceptable and reflects the urban characteristics of the sites location, while sensitively considering the impact of the proposed development upon both existing and future residents of Devonshire Road. As such, with the imposition of conditions to control the use of materials and finer detailing, the proposed development is considered to provide a positive impact upon the Conservation Area.

9.3 A pinch point at the northern east corner of the site has been identified, which has been caused by the positioning of existing gantries. To move these gantries would potentially render the

provision of the strategic cycle route unviable. For this reason, officers have recommended that a wedge of land is safeguarded via a Section 106 Agreement that will enable this land to be passed to the County Council as required for the delivery of the route.

10.0 RECOMMENDATION

1. APPROVE subject to the satisfactory completion of the s106 agreement by 31st December 2013 and subject to the following conditions:

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

   Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

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

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

3. The development hereby approved shall be used in conjunction with and occupied only by Travis Perkins and for no other occupier.

   Reason: The use of the building for any other purpose or by any other occupier would require re-examination of its impact and its compliance with Local Plan Policy. (Cambridge Local Plan 3/4, 3/6 and 7/3)

4. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4 and 3/12)

5. Prior to the construction of any brick or stone work, a sample panel of the facing materials to be used shall be erected on site to establish the detail of bonding, coursing and colour and type of jointing and shall be agreed in writing with the local planning authority. Development shall be carried out in accordance with the approved details. The quality of finish and materials incorporated in any approved sample panel(s), which shall not be demolished prior to completion of development, shall be maintained throughout the development.

   Reason: In the interests of visual amenity and to ensure that the quality and colour of the detailing of the brickwork/stonework and jointing is acceptable and maintained throughout the development. (Cambridge Local Plan 2006 policies 3/4 and 3/12)

6. No development, including demolition, shall commence on site until details of the specification and position of fencing, or any other measures to be taken for the protection of any trees from damage during the course of development, shall be submitted to the local planning authority for its written approval, and implemented in accordance with that approval before any equipment, machinery or materials are brought onto the site for the purpose of development (including demolition). The agreed means of protection shall be retained on site until all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with this condition, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local planning authority.

   Reason: To protect the visual amenity of the area and to ensure the retention of the trees on the site. (Cambridge Local Plan 2006 policies 3/4, 3/11, 3/12 and 4/4)

7. No development, including demolition, shall commence on site until the following details have been submitted to and approved by the local planning authority:

(a) A plan showing the location of, and allocating a reference number to, each existing tree on the site which has a stem with a diameter measured over the bark at a point 1.5 metres above ground level, exceeding 75mm, showing which trees are to be retained and the crown spread of each retained tree;

(b) details of the species, diameter (measured in accordance with paragraph (a) above), and the approximate height, and an assessment of the general state of health and stability, of each retained tree and of each tree which is on land adjacent to the site and to which paragraphs (c) and (d) apply;

(c) details of any proposed topping or lopping of any retained tree, or of any tree on land adjacent to the site;

(d) details of any proposed alterations in existing ground levels, and of the position of any proposed excavation, within the crown spread of any retained tree or of any tree on land adjacent to the site within a distance from any retained tree, or any tree on land adjacent to the site, equivalent to half the height of that tree;

(e) details of the specification and position of fencing [and of any other measures to be taken] for the protection of any retained tree from damage during the course of development.

(f) details of any trees proposed for removal.

In the condition retained tree means an existing tree which is to be retained in accordance with the plan referred to in paragraph (a) above.

Reason: To safeguard and ensure the protection of those existing trees which are to be retained on or adjacent to the site. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/4)

8. Prior to the occupation of the approved development, full details of both hard and soft landscape works shall be submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (eg drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans including the native hedge along the part of the north boundary; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme. Development shall be carried out in accordance with the approved details.

   Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

9. Prior to the occupation of the approved development a schedule of landscape maintenance for a minimum period of five years shall be submitted to and approved in writing by the local planning authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved details.

   Reason: To ensure that the landscaped areas are maintained in a healthy condition in the interests of visual amenity. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

10. Prior to the occupation of the approved development, a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small privately owned, domestic gardens, shall be submitted to and approved by the local planning authority in writing, for its permitted use. The landscape plan shall be carried out as approved.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

11. All hard and soft landscape works shall be carried out in accordance with the approved details, and to a reasonable standard in accordance with the relevant recommendation of the appropriate British Standard or other recognised code of good practice. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed by the local planning authority in writing. The maintenance shall be carried out in accordance with the approved schedule. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the local planning authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the local planning authority gives its written consent to any variation.

    Reason: To ensure provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved design. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

12. Prior to the occupation of the approved development a plan indicating the positions, design, materials and type of boundary treatment to be erected both around the perimeter of the site and individual plot boundaries shall be submitted to and approved in writing by the local planning authority. The boundary treatment shall be completed before the buildings are occupied and retained thereafter unless any variation is agreed in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

    Reason: To ensure an appropriate boundary treatment is implemented. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

13. Notwithstanding the approved plans, prior to the installation of glazing on the north west elevation of the approved building, details of the proposed glazing shall be submitted to and approved by the local planning authority. Development shall be carried out and retained in accordance with the approved details.

    Reason: To ensure that appropriate glazing is installed to improve security and surveillance around the building (Cambridge Local Plan 2006 policy 3/12)

14. No development of the approved development shall commence until such time as full details of all solar panels and/or photovoltaic cells, including type, dimensions, materials, location and fixing have been submitted to and approved in writing by the local planning authority. The area of panels shall not be less than the approved 18m2. The development shall be carried out in accordance with the approved details for that phase.

    Reason: To ensure that the details of development are acceptable. (Cambridge Local Plan 2006 policies 3/1, 3/4, 3/12 and 4/11)

15. The layout of the site shall be retained as approved by drawing 09-01716-002 Rev H unless otherwise agreed in writing with the local planning authority.

    Reason: To ensure that the layout of the site is not altered in such a manner that noisy activities are located along the common boundary with the residential site. (Cambridge Local Plan 2006 policy 4/13).

16. The tool hire and customer trade areas shall remain the size shown on plan 09-1716-040 F hereby approved unless the prior written approval of the local planning authority is given to any variation, and those areas shall only be open for trade between the hours of 07:30 hours to 17:00 hours, Monday to Friday and 08:00 to 12:00 on Saturday and at no time on Sundays and Public Holidays.

    Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2006 policy 4/13).

17. Except with the prior agreement of the local planning authority in writing, there should be no collection or deliveries to the site during the demolition and construction stages or in connection with the approved use outside the hours of 0900 hrs and 1830 hrs on Monday - Friday, 0800 hrs and 1300 hrs Saturday and there should be no collections or deliveries on Sundays or Bank and public holidays.

    Reason: To protect the amenity of the adjoining properties and in the interests of highway safety. (Cambridge Local Plan 2006 policies 4/13 and 8/2)

18. No development shall take place within the site until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority.

    Reason: To ensure that an appropriate archaeological investigation of the site has been implemented before development commences. (Cambridge Local Plan 2006 policy 4/9)

19. Details of any floodlighting or external lighting shall be submitted to and approved in writing by the local planning authority before the buildings hereby permitted are occupied. Development shall be carried out in accordance with the approved details.

    Reason: To protect the amenity of adjoining properties and the biodiversity of the area. (Cambridge Local Plan 2006 policies 3/4 and 4/15)

20. Prior to the commencement of development, a site wide Demolition and Construction Environmental Management Plan (DCEMP) shall be submitted to and approved in writing by the local planning authority. The DCEMP shall include the consideration of the following aspects of demolition and construction:

    a) Site wide demolition, construction and phasing programme.

b) Contractors access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.
c) Construction hours.
d) Delivery times for construction purposes.
e) Soil Management Strategy.
f) Noise method, monitoring and recording statements in accordance with the provisions of BS 5228-1: 2009.
g) Maximum noise levels for construction equipment, plant and vehicles.
h) Vibration method, monitoring and recording statements in accordance with the provisions of BS 5228-2: 2009.
i) Maximum vibration levels for construction equipment, plant and vehicles.
j) Dust management and wheel washing measures in accordance with the provisions of London Best Practice Guidance: The control of dust and emissions from construction and demolition.
k) Use of concrete crushers
l) Prohibition of the burning of waste on site during demolition/construction.
m) Site lighting.
n) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
o) Screening and hoarding details.
p) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
q) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
r) External safety and information signing and notices.
s) Liaison, consultation and publicity arrangements including dedicated points of contact.
t) Consideration of sensitive receptors.
u) Prior notice and agreement procedures for works outside agreed limits.
v) Complaints procedures, including complaints response procedures.
w) Membership of the Considerate Contractors Scheme.

Reason: To protect the amenity of local residents and highway users. (Cambridge Local Plan policy 3/4 and 8/2)

21. No development approved by this permission shall be commenced prior to a contaminated land assessment and associated remedial strategy, being submitted to the LPA and receipt of approval of the document/documents from the LPA. This applies to paragraphs a), b) and c). This is an iterative process and the results of each stage will help decide if the following stage is necessary.

(a) The contaminated land assessment shall include a desk study to be submitted to the LPA for approval. The desk study shall detail the history of the site uses and propose a site investigation strategy based on the relevant information discovered by the desk study. The strategy shall be approved by the LPA prior to investigations commencing on site.

(b) The site investigation, including relevant soil, soil gas, surface and groundwater sampling, shall be carried out by a suitable qualified and accredited consultant/contractor in accordance with a quality assured sampling and analysis methodology.

(c) A site investigation report detailing all investigative works and sampling on site, together with the results of the analysis, risk assessment to any receptors and a proposed remediation strategy shall be submitted to the LPA. The LPA shall approve such remedial works as required prior to any remediation commencing on site. The works shall be of such a nature as to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters. No development approved by this permission shall be occupied prior to the completion of any remedial works and a validation report/s being submitted to the LPA and receipt of approval of the document/documents from the LPA. This applies to paragraphs d), e) and f).

(d) Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance.

(e) If, during the works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the LPA.

(f) Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved by the LPA. The closure report shall include details of the proposed remediation works and quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from site.

Reason: To protect future occupiers from pollution. (Cambridge Local Plan policy 4/13)

22. Prior to commencement of the development, full details of the specific type, quantity and positions of bins, boxes or any other means of on-site storage facilities for trade waste including recycling shall be submitted to and approved in writing by the local planning authority. The approved facilities and arrangements for the disposal of waste shall be provided prior to the occupation of the buildings hereby approved and shall be retained thereafter, unless alternative arrangements are agreed in writing by the local planning authority.

Reason: To ensure appropriate waste storage and collection facilities. (Cambridge Local Plan 2006 policy 3/12)

23. Prior to the occupation of the approved development details of the acoustic performance and integrity of the proposed acoustic boundary on the northern boundary with the neighbouring commercial site shall be submitted to and approved in writing by the local planning authority. The approved boundary treatment shall be provided prior to the first occupation of development and shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

Reason: To protect the amenity of local residents. (Cambridge Local Plan policy 3/4 and 4/13)

24. No development shall commence until a detailed scheme for the provision and implementation of surface water drainage in accordance with the submitted Flood Risk Assessment & Surface Water Drainage Strategy Foul Sewage and Utilities Assessment by Structa dated October 2011, referenced 2037-R002 Rev B has been submitted to and approved in writing by the local planning authority. The detailed scheme shall also include details of its adoption and maintenance. The drainage works shall be constructed in accordance with the approved details prior to the occupation of any part of the residential accommodation hereby approved.

Reason: In order to ensure adequate means of surface water drainage(Cambridge Local Plan 2006 policy 8/18).

25. No development shall commence until details of the foul water drainage has been submitted to and approved in writing by the local planning authority. These details shall also include details of its adoption and maintenance. The drainage works shall be constructed in accordance with the approved details prior to the occupation of any part of the residential accommodation hereby approved.

Reason: In order to ensure adequate means of foul water drainage (Cambridge Local Plan 2006 policy 8/18)

26. No development shall commence until details of facilities for the covered, secured parking of bicycles for use in connection with the development hereby permitted shall be submitted to and approved by the local planning authority in writing. The approved facilities shall be provided in accordance with the approved details before use of the development commences.

Reason: To ensure appropriate provision for the secure storage of bicycles. (Cambridge Local Plan 2006 policy 8/6)

27. Prior to the occupation of the approved development, a Travel Plan shall be submitted to and approved in writing by the local planning authority, which will include how the approved Plan shall be communicated to all employees. The Travel Plan shall be implemented and monitored according to the provisions approved by the local planning authority.

Reason: To avoid an unacceptable transport impact, and to increase sustainability, limit pollution, and mitigate any air quality impact of the development. (Cambridge Local Plan (2006) policies 3/1, 4/13, 4/14 and 8/2)

28. No deliveries to the site shall take place from the public highway

Reason: In the interests of highway safety (Cambridge Local Plan 2006, policy 8/2)

29. The access road to the site shall be hard surfaced, without loose material, for a distance of at least 6m from its junction with the public highway.

Reason: To ensure debris is not spread on to the public highway. (Cambridge Local Plan 2006, policy 8/2)

30. Prior to the commencement of the first use all vehicular access where it crosses the public highway shall be laid out and constructed in accordance with the Cambridgeshire County Council construction specification.

Reason: In the interests of highway safety and to ensure satisfactory access into the site. (Cambridge Local Plan 2006, policy 8/2)

31. Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) Order 1995, (or any order revoking, amending or re-enacting that order) no gates shall be erected across the approved access unless details have first been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety (Cambridge Local Plan 2006, policy 8/2)

32. The accesses shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway or future public highway, in accordance with a scheme submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority.

Reason: To prevent surface water discharging to the highway. (Cambridge Local Plan 2006, policy 8/2)

33. Access and manoeuvring space shall be retained as shown on the approved drawings and shall be kept free of obstruction at all times.

Reason: In the interests of highway safety (Cambridge Local Plan 2006 policy 8/2)

34. The access shall be provided as shown on the approved drawings and a width of access of 5 metres provided for a minimum distance of 10 metres from the highway boundary and retained free of obstruction.

Reason: In the interests of highway safety (Cambridge Local Plan 2006 policy 8/2)

Informative This development involves work to the public highway that will require the approval of the County Council as Highway Authority. It is an OFFENCE to carry out any works within the public highway, which includes a public right of way, without the permission of the Highway Authority. Please note that it is the applicant's responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council.

Informative Public Utility apparatus may be affected by this proposal. Contact the appropriate utility

Informative The Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Draft Supplementary Planning Document provides further details on the responsibilities of the developers and the information required for adequate Waste and Recycling requirements. It can be found at the City Councils website on;
http://www.cambridge.gov.uk/ccm/content/environment-and-recycling/pollution-noise-andnuisance/land-pollution.en.

INFORMATIVE: New development can sometimes cause inconvenience, disturbance and disruption to local residents, businesses and passers by. As a result the City Council runs a Considerate Contractor Scheme aimed at promoting high standards of care during construction. The City Council encourages the developer of the site, through its building contractor, to join the scheme and agree to comply with the model Code of Good Practice, in the interests of good neighbourliness. Information about the scheme can be obtained from The Considerate Contractor Project Officer in the Planning Department (Tel: 01223 457121).

INFORMATIVE: This planning permission should be read in conjunction with the associated deed of planning obligation prepared under s.106 of the Town and Country Planning Act 1990 (as amended). The applicant is reminded that under the terms of the s106 Agreement you are required to notify the City Council of the date of commencement of development.

Reasons for Approval

1. This development has been approved subject to conditions and the prior completion of a section 106 planning obligation (/a unilateral undertaking), because subject to those requirements it is considered to conform to the Development Plan as a whole, particularly the following policies:

Cambridgeshire and Peterborough Structure Plan 2003: P6/1 P9/8

Cambridge Local Plan (2006): 3/1,3/4,3/6,3/7,3/11,3/12,4/4,4/11,4/13,4/14,4/15,7/3,8/1

2. The decision has been made having had regard to all other material planning considerations, none of which was considered to have been of such significance as to justify doing other than grant planning permission.

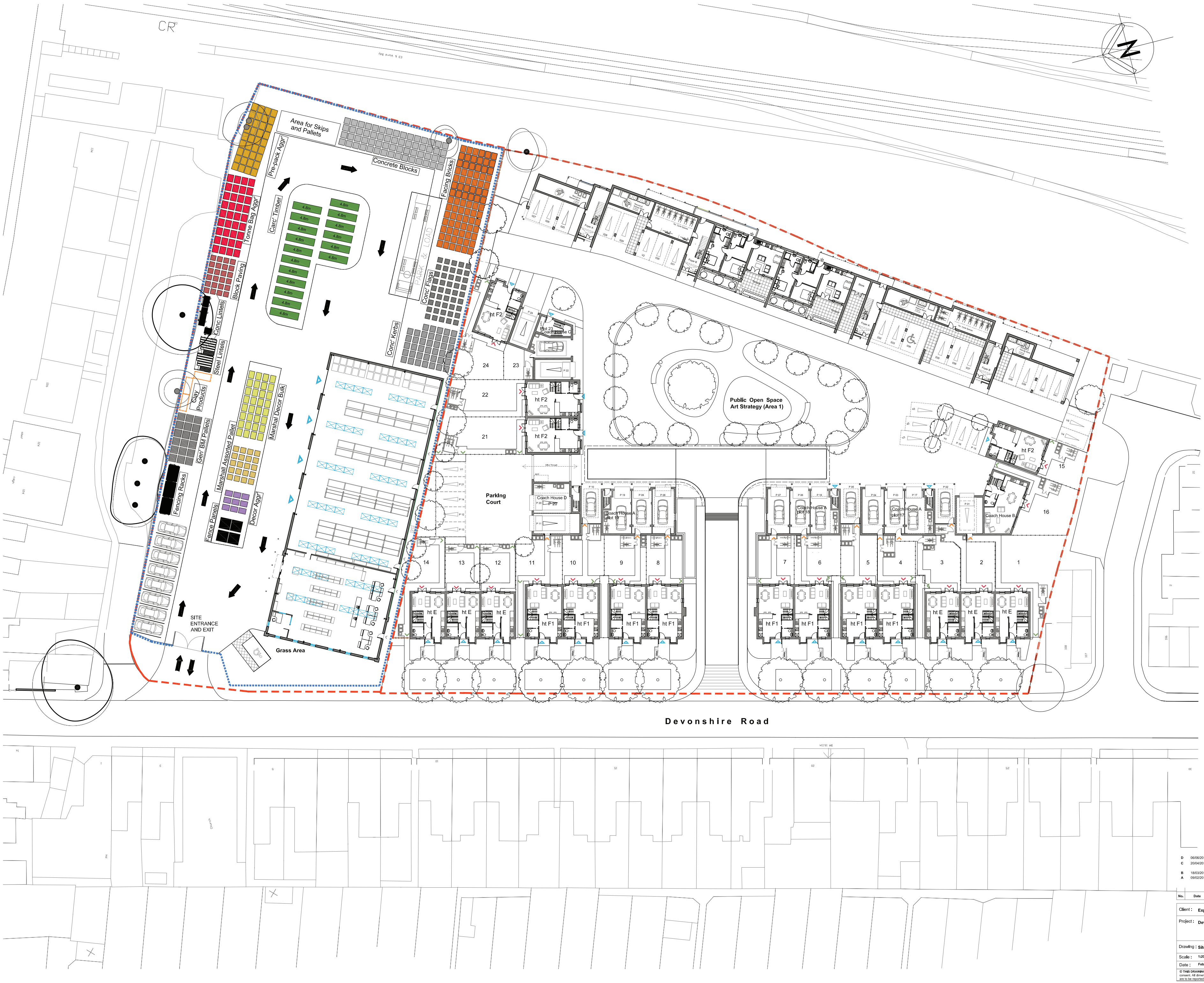
3. In reaching this decision the local planning authority has acted on guidance provided by the National Planning Policy Framework, specifically paragraphs 186 and 187. The local planning authority has worked proactively with the applicant to bring forward a high quality development that will improve the economic, social and environmental conditions of the area.

These reasons for approval can be a summary of the reasons for grant of planning permission only. For further details on the decision please see the officer report online at www.cambridge.gov.uk/planningpublicaccess or visit our Customer Service Centre, Mandela House, 4 Regent Street, Cambridge, CB2 1BY between Mon 8am - 5:15pm, Tues, Thurs & Fri 9am - 5:15pm, Weds 9am - 6pm.

Unless prior agreement has been obtained from the Head of Planning, in consultation with the Chair and Spokesperson of this Committee to extend the period for completion of the Planning Obligation required in connection with this development, if the Obligation has not been completed by 31st December 2013, or if Committee determine that the application be refused against officer recommendation of approval, it is recommended that the application be refused for the following reason(s):

The proposed development does not make appropriate provision for the safeguarding for the Strategic Cycle Network as detailed in Protection and Funding of Routes for the Future Expansion of the City Cycle Network and in accordance with Cambridge Local Plan 2006 policy 8/5.

In the event that an appeal is lodged against a decision to refuse this application, DELEGATED AUTHORITY is given to Officers to complete a section 106 agreement on behalf of the Local Planning Authority, in accordance with the requirements of the Planning Obligation Strategy.



Schedule

House Types
6x HT E
8x HT F1
4x HT F2 Courtyard
3x Coach House A
1x Coach House B
1x Coach House C
1x Coach House D

24 Total House Type Units

Flats
12x 2 Bed Units
07x 1 Bed Units

19 Total Flat Units

43 Total Units

Legend

- 2.4m High steel palisade fence with 50x50mm weldmesh secured to inside of poles
- 2.8m High Close Boarded Fence
- Application Boundary
- Parking Space
- Close Boarded Fence (1.8m high)
- 1200mm High Railing
- Proposed Trees (Indicative)
- Rear Garden Access
- Dwelling Back Door
- Dwelling Front Door
- Parking Space Access

Note:
Proposed trees indicative only. Refer to Landscape Architects drawings for details of proposed Landscaping Scheme and Engineering drawings for all level information.

No.	Date	Amendment	Initials
L	01.02.13	POS size increased as to client suggestion. PLANNING SUBSTITUTION	emf
K	29.01.12	POS Landscaping added PLANNING SUBSTITUTION	emf
J	29.01.12	Updated to Clients comments PLANNING SUBSTITUTION	emf
H	23.10.2012	Updated to Clients comments	LS
G	06.08.2012	TP Boundary line revised Tree locations amended	KP
F	03.08.12	Amendments made to flat blocks car parking, bin Stores and cycle Stores Pathways widths Increased for cycle and bin access Cycle store addedd to each house type	KP
E	06.10.11	TP Site: Roof Lights	HvN
D	06/06/2011	Trees Updated	NH
C	20/04/2011	6x Visitor Parking added 4x Visitor Cycle Spaces added	HvN
B	18/03/2011	Amended to clients comments	HvN
A	09/02/2011	Plot 1-14 New Design Applied POS Enlarged & Parking Updated	HvN
		Cycle Ways Amended	

Client : Explore Living
Project : Devonshire Road
Drawing : Site Layout
Scale : 1:200 @ A0
Date : Feb 2013
Status : Planning
Dwg No : 09 - 1716 - 002
Rev : L

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Streetscene A-A

Devonshire Road

No.	Date	Amendment	Initials	No.	Date	Amendment	Initials

Status : **Planning**

Client : **Explore Living**

Project : **Devonshire Road**

Cambridge

Drawing : **Streetscenes**

Scale : **1:200 @ A2**

Date : **Sep 2010**

Dwg No : **09- 1716 - 005.1**

Rev :

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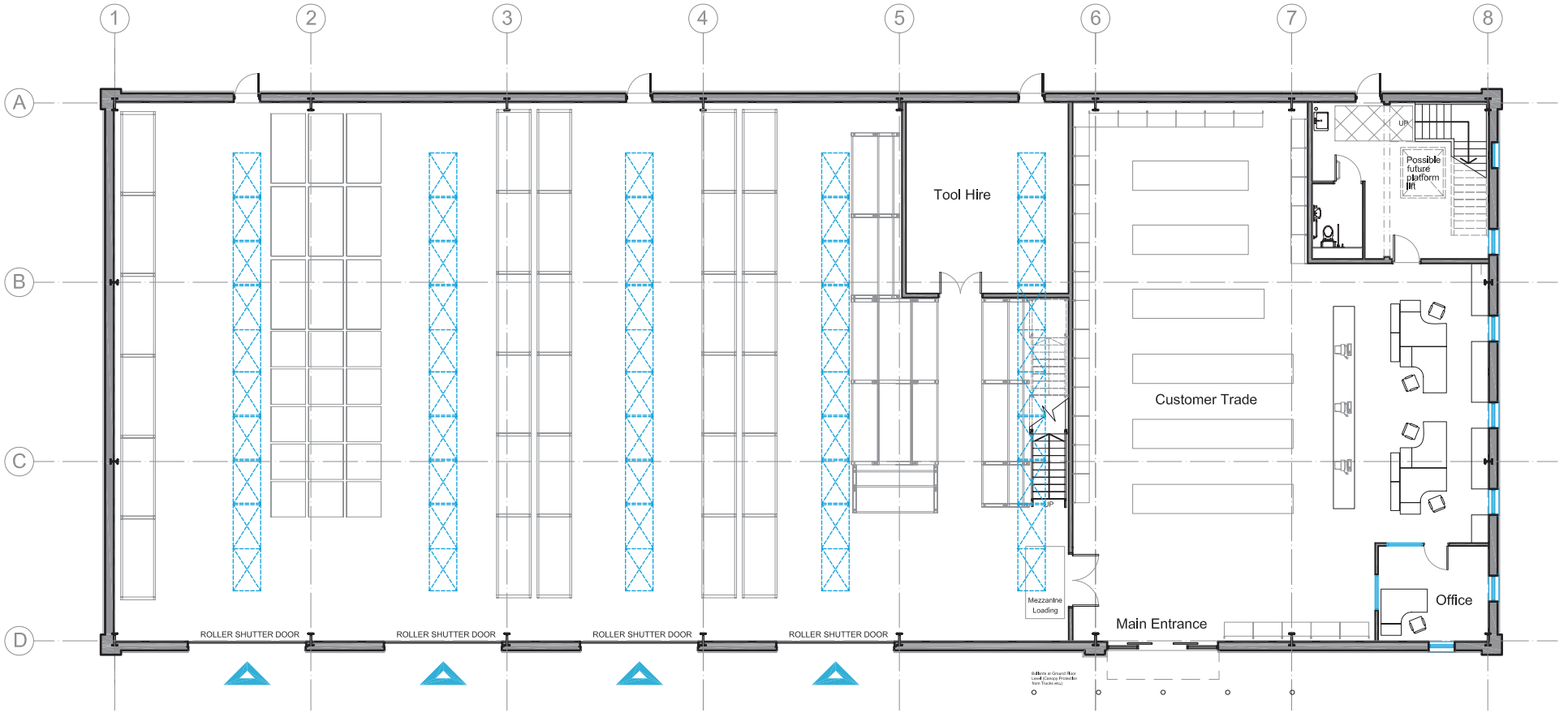
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Ground Floor Plan

No.	Date	Amendment	Initials
F	16/06/2011	Roof lights extended	HvN

Status : **Planning**

Client : **Explore Living**

Project : **Devonshire Road**

Cambridge

Drawing : **TP - Ground Floor Plan**

Scale : **1:150 @ A3**

Date : **Sep 2010**

Dwg No : **09- 1716 - 040**

Rev : **F**

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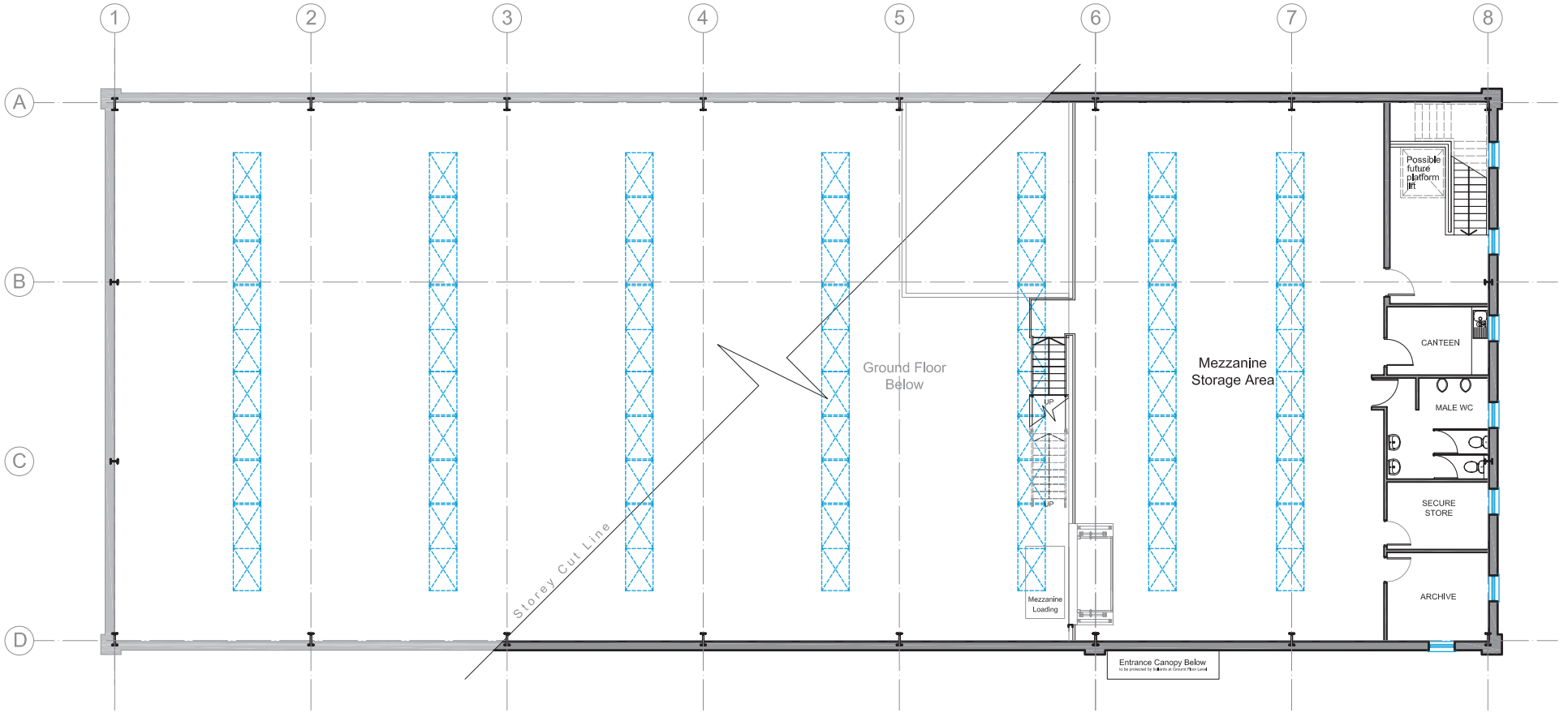
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First Floor Plan

No.	Date	Amendment	Initials	No.	Date	Amendment	Initials
				F	16/06/2011	Roof lights extended	HvN

Status : **Planning**

Client :	**Explore Living**
Project :	**Devonshire Road** **Cambridge**
Drawing :	**TP - 1st Floor Plan**
Scale :	**1:150 @ A3**
Date :	**Sep 2010**
Dwg No :	**09- 1716 - 041**
Rev :	**F**

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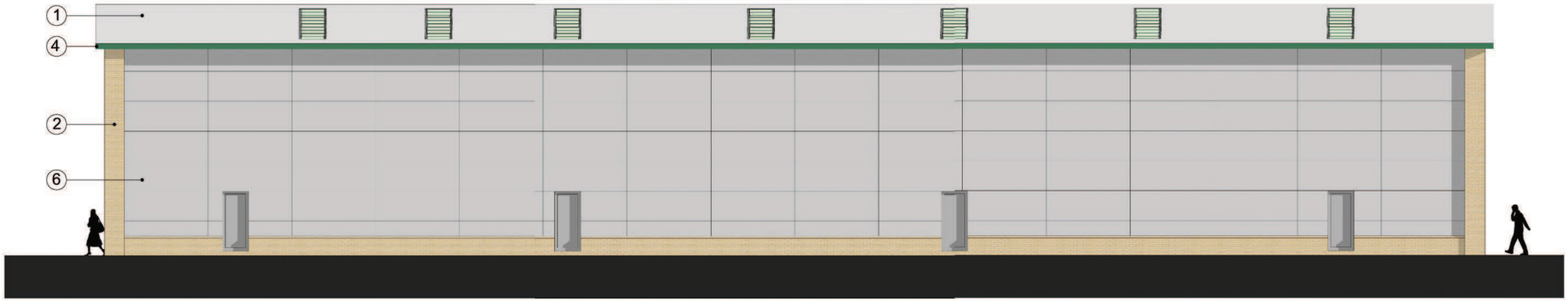
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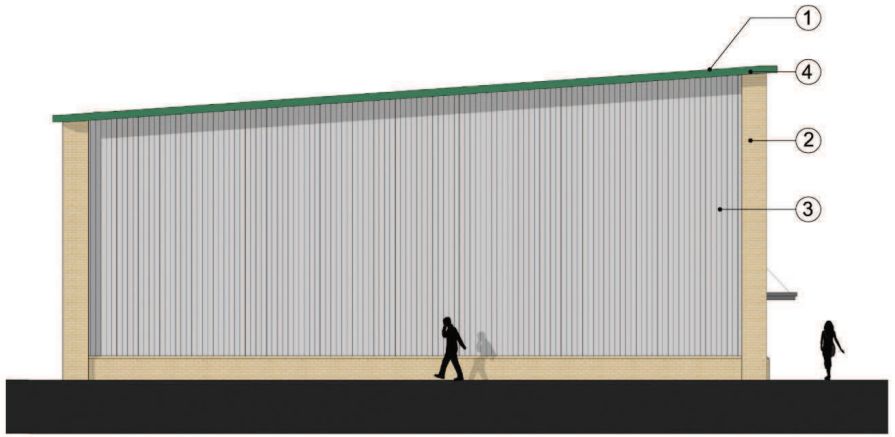
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South West Elevation

Along Residential Unit Boundary



South East Elevation

Along Railway Line

Legend:

1. Roof Cladding: Colour: Goosewing Grey BS00A05
2. Brick : Yellow Stock Face to match residential proposals
3. Vertical Cladding : Soft Grey
4. Colour : Green Holybush RAL 6005
5. Dummy Window
6. Metal Cladding

No.	Date	Amendment	Initials	No.	Date	Amendment	Initials
				F	26/10/2011	Roof Lights Extended	HvN

Status : **Planning**

Client : **Explore Living**

Project : **Devonshire Road**

Cambridge

Drawing : **TP - SW/SE Elevations**

Scale : **1:150 @ A3**

Date : **Sep 2010**

Dwg No : **09- 1716 - 043**

Rev : **F**

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Devonshire Road Perspective A



Devonshire Road Perspective B



Perspective C

Without Trees & Landscaping

No.	Date	Amendment	Initials	No.	Date	Amendment	Initials

Status : **Planning**

Client : **Explore Living**

Project : **Devonshire Road**

Cambridge

Drawing : **TP - Perpsectives A - C**

Scale : **1:150 @ A3**

Date : **Sep 2010**

Dwg No : **09- 1716 - 044**

Rev : **A**

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PLANNING COMMITTEE **03rd July 2013**

Application Number	12/1600/CAC	**Agenda Item**	
Date Received	4th February 2013	**Officer**	Mrs Sarah Dyer
Target Date	1st April 2013		
Ward	Petersfield		
Site	CityRoomz Station Road Cambridge CB1 2TZ		
Proposal	Demolition of 'CityRoomz' building (former Sleeperz Hotel), and former railway offices to north.		
Applicant	Mr Sven Topel		

SUMMARY	The development accords with the Development Plan for the following reasons: An assessment of the Cityroomz hotel as a Building of Local Interest and the railway offices as a building in a Conservation Area and both as heritage assets has been carried out. The demolition of Cityroomz hotel and the railway offices is justified by the public benefit that will derive from the delivery of new office accommodation which will trigger contributions to transport infrastructure and the Station Square as part of the wider Station Area redevelopment
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site forms part of a larger area, which is the subject of the CB1 Station Area Redevelopment proposals for which outline planning permission was granted in April 2010. The application site runs around the existing CityRoomz hotel building and the former station offices. The former railway offices currently accommodate Aid and Abet which is a temporary art workshop provided as part of the CB1 development

1.2 To the south of the site is the existing cycle parking area that serves the Station, to the north are other buildings including that which is occupied by Station Cycles, to the east the wing of the station which known as the British Transport Police wing and the station car park and to the west further car parking and the former Focus site.

1.3 The site is within the Station Area Redevelopment Framework Boundary and within the Central Conservation Area No.1. The Station buildings, which include the British Transport Police (BTP) wing and the canopy to the platform are grade II listed and Cityroomz Hotel is a Building of Local Interest (BLI). There are two trees on the site adjacent to the northern wing, which are subject to protection by virtue of their location in the Conservation Area. The site falls within the controlled parking zone.

2.0 THE PROPOSAL

2.1 Conservation Area Consent is sought for the demolition of CityRoomz hotel building and the former station offices. Parameter Plan 1 of the Outline consent identifies the CityRoomz hotel building as a BLI to be demolished and the former railway offices as an 'other building to be demolished'. Whilst this does not negate the need for Conservation Area Consent it is a material consideration.

2.2 The application is accompanied by the following supporting information:

1. Design and Access Statement by Pringle Brandon Drew
2. Heritage Statement by Beacon Planning

3.0 SITE HISTORY

Reference	Description	Outcome
08/0266/OUT	CB1 Station Area Redevelopment	A/C
12/1608/FUL	Adjacent site) Block B1 of CB1 Station Area Redevelopment –	Pending consideration

	retail/hotel/Cycle Park	
12/1612/LBC	(Adjacent site) Demolition of northern wing of the Station and the canopy over the railway platform	Pending consideration
12/1622/FUL	(Adjacent site) Block A1/A2 of CB1 Station Area Redevelopment – office/retail/landscaping	Pending consideration
13/0211/CL2PD	Certificate of Lawfulness under section 192 for the Station car park	Pending consideration

4.0 **PUBLICITY**

4.1

Advertisement:	Yes
Adjoining Owners:	Yes
Site Notice Displayed:	Yes
Public Meeting/Exhibition	No
DC Forum	No

5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridgeshire and Peterborough Structure Plan 2003 policies, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2006	4/11 4/12 4/13 8/2 9/9

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

Central Government Guidance	National Planning Policy Framework March 2012 Circular 11/95 Community Infrastructure Levy Regulations 2010
Material Considerations	<u>Central Government</u>: Letter from Secretary of State for Communities and Local Government (27 May 2010) Written Ministerial Statement: Planning for Growth (23 March 2011)
	<u>Citywide</u>: Air Quality in Cambridge – Developers Guide
	<u>Area Guidelines</u>: Buildings of Local Interest Station Area Development Framework/Station Area Conservation Appraisal New Town and Glisson Road Area Conservation Appraisal

6.0 CONSULTATIONS

Cambridgeshire County Council (Engineering)

6.1 No objection subject to a condition to secure a Traffic Management Plan for demolition/construction traffic and informatives.

Head of Environmental Services

6.2 Environmental Protection

Construction Method Statement

During construction and demolition, noise, vibration and dust has the potential to harm the locality amenity if not controlled. A Demolition and Construction Environmental Management Plan (DCEMP) should be secured by condition.

Urban Design and Conservation Team

6.3 Existing:

The Heritage Statement has a fair outline of the history of the site and the coming of the railway to Cambridge. The land associated with the railway was much more extensive in the mid-C19 onwards [as with most towns] and consisted of much goods & freight area [for grain, coal, etc. shipment] as well as the buildings for the running of the railway – engine sheds, workshops, etc.. The passenger buildings and platform are listed [although a new platform and footbridge have recently been built adjacent], Cityroomz is a BLI and the other buildings lie within the CA.

The buildings proposed for demolition have a vernacular appearance being of Gault-type brick and Welsh slated roofs [albeit now changed] and functional detailing like doors & windows. The buildings have clearly evolved over the years with changes of requirements in running the railway but still have a solid, utilitarian air about them. The offices have quite domestic features like sash windows and barge boards but also a fine metal ridge ventilator. The stores have an unusual feature of heavy armoured metal shutters to the semi-basement windows. These are reputed to stem from the Second World War when the building was a control centre for railways in East Anglia.

Historically this part of the CA was where the semi-industrial part of the city [milling, transport, etc.] met the suburban C19 residential part and the changes over time mean that, because the railway is now mainly passenger traffic to Cambridge, there are few remnants of that older pattern left. The goods sidings, warehousing & workshops, the mill silo and so on are gone and

the uses and buildings from the mid-C20 [the office blocks, D I Y supply shed, etc.] surround the historic passenger station.

Proposals:
If the buildings [including the BLI] are to be demolished, then the quality and suitability of the proposed replacement building(s) both for the CA and the nearby LB must be assessed before any scheme can be supported. The detailed assessment by U D & C Section is to be found at 12 /1608 / FUL on this matter.

Whilst the 'masterplan' process always assumed demolition of the BLI and other railway buildings, no consent has ever been granted and the changed circumstances since 2008 and changes to the proposals for this area of the larger scheme mean that this CAC application must be assessed against current policies. It also is tied inextricably to the application for the replacement building and the two things must be seen, assessed and balanced together.

The buildings are of modest interest and significance; they are typical of many others connected with railway operation, built of local materials and altered whenever necessary for functional reasons. Such interest as they have is tied to their being the last remnants of the goods & industrial [i.e.: non-passenger] side of the railway on this site and, for that reason, their loss would be a pity. However, this is not Swindon or York - the town is not a railway town and, for the foreseeable future, will have the listed station as a permanent reminder of the way the town grew in the C19 partly because of the railway. The station itself does not have a particularly appropriate setting [a matter addressed in the masterplan] and the relationship between it and these buildings is rather lost due to the demolition of other, intervening railway buildings and the loss of sidings, etc. which have been replaced by a rather ramshackle car park. The context has changed.

Whilst the loss of historic buildings is regrettable, this can be partly offset by making good architectural & historic records / surveys to be kept in public archives, salvaging any items of interest for display or reuse and, possibly, marking their passing in plaques, street names or the like. Also the materials of construction can be salvaged for reuse to maintain an appropriate level of sustainability.

Conclusion:

The loss of historic buildings in a prominent location in the CA is always a matter for regret and the policies at national & local level are against such a loss except in cases where there is a demonstrable benefit to be derived. In this case, the decision makers who granted outline permission for the 'masterplan' were aware of the presumed demolition and assessed it to be worthwhile. The consent for the whole development was consulted upon at that time. All the discussions about the replacement building were predicated on the design having to be assessed as of suitable quality to meet the policy 'tests'.

English Heritage

6.4 English Heritage has provided a combined response on all four of the current applications because they consider them to be closely interrelated.

Summary

The applications include demolition of buildings. The need for demolition of these structures was identified in the Masterplan and in granting Outline consent it is assumed that the City Council has taken the view that there is a greater public benefit to be derived from the redevelopment that justifies the loss of the buildings. It is therefore important the new buildings deliver on the vision and are of high quality. EH has some concerns regarding the Cycle Park and Hotel building and recommends modifications.

Demolitions

It is clear from the Heritage Statement that the north wing was built as a separate building and is listed only by virtue of the fact that it is attached to the listed station building. It would not merit listing in its own right and it is uncertain if it would have been identified as a BLI.

In 2008 EH requested that consideration be given to an alternative Masterplan layout to enable retention of the Cityroomz building. This alteration was not made and Outline consent has been granted. EH now acknowledges the potential

for enhancement of the Conservation Area through comprehensive redevelopment.

Conditions are recommended to ensure that demolition is prevented until permission has been granted for a replacement building and a contract let.

Replacement Buildings

Block A1/A2

The Design and Access Statement for One The Square (Block A1/A2) shows that the design has evolved following careful analysis of the site context. This building has the potential to provide an appropriate enclosure to the west side of the new square subject to details being secured by condition.

Block B1

The siting and massing of the Cycle Park/Hotel has the potential to read as part of a 'family' with One The Square. However aspects of the design will detract from the Square. In particular the building does not include a double height arcade that is incorporated in One The Square and this should be reconsidered. Also sketches in the Design and Access Statement suggest an ordered masonry elevation incorporating an arcade and ground and first floor, with a range of tall, linked windows to the 2nd, 3rd and 4th floors and a separate set of 'attic' windows to the 5th floor. This has not been followed through on the elevations and needs to be reconsidered.

Design and Conservation Panel (Meeting of 10 July 2012) (Pre-application)

6.5

- Frieze level. The Panel saw this as an appropriate reference to the Station building.
- Proposed frontages. The Panel welcome the level of activity or engagement at street level, on both the Station Square and Station Road frontages.
- Cycle route. Some reservations were expressed as to the current arrangements. It was felt that cyclists would likely cut across to the Station in front of A1/A2 therefore jeopardising

the quality of the active frontages instead of taking the route west of A2 from the Southern Access Road.

- A1. The subtle line of sight through to the Station building was seen as particularly successful.
- Servicing. Although the frequency of deliveries is so far undetermined, the Panel felt that in accordance with the principles of shared space, a servicing area on the north elevation would be far more successful than on the western elevation. The proposed lay-by could be used for this.
- Taxi drop-off area. The Panel questioned the positioning of the drop-off area as it was felt the traffic circulation would undermine the valuable open space.
- Palette of materials. Reconstituted stone above could be mixed with genuine stone at lower levels. Further detail would be welcomed.
- Colonnade/ canopy (above frieze level onto Station Square, western frontage). The Panel noted the preference for a deep floor plate to the ground floor commercial units with a minimum recess with a canopy to provide for spill-out opportunities onto the pavement. The Panel were left unconvinced that the principles of the colonnade as set out in the 2008 Design & Access Statement were being adhered to. The Panel emphasised the architectural importance of a colonnade to set an enclosure line back within block A1/A2 (and B1) and to establish a scale that relates to the listed Station building. The Panel welcome the addition of solar shading (canopy) on the entrance façade (Station Road frontage).
- SW corner. This is a prominent corner with plenty of scope for animation. The Panel would encourage exploration into the integration of Public Art in this area.

Conclusion

It was the Panel's view that Blocks A1/A2 would benefit from further consideration of the incorporation of a colonnade and in demonstrating how the external spaces can provide important animation.

VERDICT – AMBER (unanimous)

6.6 The presentation by John Drew and Yorgos Kapourniotis addressed the principal design issues raised at the Sub-Panel meeting in June 2012 and how these have been resolved. The issues concerned:-

- The colonnade recess – set back 3m at ground and first floor level as suggested by the Panel.
- Access and servicing – to be accommodated off the westerly rear service corridor.
- Retail signage – to be enclosed within the 'glass box' of each retail unit to provide a level of control (together with 'banners' fitted to the columns along the station square elevation).
- Material. A mixture of natural and reconstituted stone is proposed for the facades (natural stone at street level). The glazed shop fronts will have aluminium framing.

The Panel's comments are as follows:

- **Colonnade** The Panel welcomed the assertiveness and depth of setback of the colonnade which was judged to relate well to the Station building. In abandoning the idea of incorporating canopies on the elevation facing the Station (a decision endorsed by the Panel), the Panel discussed how the pedestrian spaces would be defined. Concerns regarding the likely conflict between pedestrians and cyclists remain. The Panel look forward to reviewing how the public realm fronting One The Square succeeds in contributing to the creation of a unified and well managed space.
- **Access and servicing**. At the previous presentation of the scheme the Panel expressed the view that the northern elevation appeared to be an appropriate location for servicing. However, the Panel were reminded that the Western Access Road was designed to be a service road under the masterplan and would free up the northern facade for a 'live' retail frontage, help prevent delays on the Northern Access Road as well as serve the proposed hotel fronting Station Road. Whilst accepting the rationale for the siting of the servicing area on the west the Panel were not convinced by the assertion that there would be no implications on the public realm. Concerns were expressed

about the potential impact of the assortment and volume of traffic movements on the quality and use made of the Northern Park. The Panel note that: there will be restricted hours for servicing, that the vehicles concerned are likely to be smaller delivery vehicles as opposed to articulated lorries and that the shared surface materials and construction will be appropriately robust.

- **Signage** Glass box' shop fronts. The Panel supported the proposals for the combination of banners and signage. The Panel made a strong plea for the quality of the proposed Station Square facade/elevation to be assured through property management so as to ensure that any physical changes over time made by different occupiers of the ground floor units would not undermine the building's aesthetic integrity and have a negative impact on the public realm.
- **Materials and louvers** It was acknowledged that one of the keys to the successful realisation of the quality of the proposals was the combination of the natural stone with the reconstituted material. In noting that further study into the various textures and colours is being undertaken the Panel suggested using natural stone in the public realm would contribute to the overall sense of quality. Reserving the reconstituted stone for the upper floors would create the illusion that natural stone has been applied throughout.
- **Louvers**. The Panel commented favourably on the slender dimensions of the louvers and the wrap around corner detail on the southern elevation of the building. A note of caution was expressed regarding the vulnerability of these horizontal elements to damage from pigeon excrement and would therefore require regular maintenance (this would include the glass 'shelf' at the top of the individual shop fronts within the colonnade)..

Conclusion

Overall, the Panel were supportive of the scheme for One The Square, which if realised as proposed, and is well maintained and managed would deliver a dignified and sophisticated building befitting a key entrance to the City. The Panel look forward to being assured that the quality and functionality of the Northern Park will not be compromised by the way in which the service area is allowed to operate and that the Western Access Road proves to be a successful controlled shared surface.

VERDICT – GREEN (unanimous)

The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

6.7 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

7.0 REPRESENTATIONS (including representations received on all four related applications)

7.1 The owners/occupiers of the following addresses have made representations:

3 Ascham Road
72 Devonshire Mews
2 Highsett, Hills Road
Highsett, Hills Road
34 Porson Road

7.2 The representations can be summarised as follows:

Concerns and objections

Loss of Existing Buildings

Cityroomz Hotel should not be demolished until a replacement building is approved and ready to be constructed.

Support for views of English Heritage (2)

Existing buildings such as the northern wing of the station should be retained and incorporated into the development in common with St Pancras and Kings Cross.

The New Building

A double height arcade should be incorporated into the ground floor.

The design is wholly unworthy of its important location and a redesign is necessary. The building does respect the location in terms of its height and change in fenestration in line with the height of the station. The fenestration to the upper floors is at odds with the enclosing nature of the square and emphasises the height. There is a lack of detail at a human scale on the elevation. The standard of design of One The Square should not be lowered by this building. The application should be refused.

The City does not need another glass and steel monstrosity.

7.3 David Campbell Bannerman MEP has made objections which relate to the Block A1/A2 and the loss of City Roomz as follows:

The CityRoomz hotel is set in an old railway warehouse which is an attractive and important historic building which could be easily conserved and reused within the overall CBI plan, and which is only threatened by road access proposals - proposals which are more flexible than the site being used for major development.

This proposed demolition and new development is within the large Cambridge No. 1 Conservation area and the loss of this building would pose considerable harm to the conservation area. It would be a sad loss both for our community and for our city if this building were not retained as it is a characterful, interesting building, and is important to the context of the listed station buildings opposite.

The building is a Building of Local Interest and referred to in the New Town and Glisson Road Conservation Area Appraisal. The current building also has "Communal Value" due to the large number of people who park or ride their bikes past it each day. There will also be those who have stayed in the building itself who will not wish to see it demolished.

The developers report very much plays down the real significance of this building. This building could be used as part of proposed retail unit development - it would be a characterful restaurant, coffee house or shop, or as bike storage / bike hire to replace the existing premises.

The main drive behind destroying this historic building is to simply give more road access for the developers of yet another unremarkable 6 story glass and metal building, near to this site.

The CityRoomz building has played an important part in the history of Cambridge. With it Robert Sayle was able to grow his business which would later go on to be the John Lewis Partnership. Rather than be demolished, this building should be kept as a tribute to the man and the growth he brought to Cambridge.

The application should be refused.

7.4 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

8.0 ASSESSMENT

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

1. Principle of demolition
2. Impact on Heritage Assets
3. Other environmental impacts
4. Third party representations
5. Planning Obligation Strategy

Principle of Demolition

8.2 Parameter Plan 1 of the Outline consent identifies the CityRoomz hotel building as a BLI to be demolished and the former railway offices as an 'other building to be demolished'. In the report that was considered by Planning Committee in October 2008 the following comment is made about the demolition of these buildings:

> 8.240 Sleeperz is acknowledged in the SADF as the best surviving example of a non-listed station building. Like the BTP wing, the retention of Sleeperz would compromise the operation of the Station Square and I am convinced by the applicant's arguments in favour of its retention.

8.3 My views have not changed. I consider that subject to the grant of Conservation Area Consent, the principle of the demolition of CityRoomz hotel and the former railway offices is acceptable.

Impact on Heritage Assets

8.4 In this section of my report I consider the submissions made by the applicant and make my assessment against the policy context. The applications for Listed Building Consent/Conservation Area Consent and planning permission are supported by a Heritage Statement as required by paragraph 128 of the National Planning Policy Framework (NPPF). An Addendum has also been produced which explains why it is necessary to demolish Cityroomz and the Station Offices buildings even though these buildings are not beneath the footprints of the new building or the Station Square. Officers in the Urban Design and Conservation Team have not raised any concerns about this analysis and support the scheme subject to the imposition of planning conditions to address matters of detail.

8.5 The applicants have correctly identified the heritage assets that are affected by the development as the Station Building which is a listed building, Cityroomz which is a Building of Local Interest (BLI) and the Conservation Area. The NPPF includes buildings that are locally listed in the definition of a heritage asset.

8.6 The significance of these buildings has been assessed using NPPF and other guidance. The aspects of high/moderate significance have been identified as the main central section and north wing of the Station. The British Transport Police wing and Cityroomz are regarded as being of moderate significance and the 1960s station platform canopy of no significance. The Station Offices are of moderate/low significance.

<u>The applicant's submissions in relation to Cityroomz and the former Station offices</u>

8.7 An Addendum has been produced to the Heritage Statement which looks particularly at Cityroomz and the station offices. In terms of their artistic significance, this is considered to be low for both buildings. Cityroomz is considered to be of moderate significance given its association with the Sayles family in the

19th century. Both buildings are considered to be divorced both functionally and physically from the other station buildings.

The relevant policy context and assessment

8.8 The advice in the NPPF on dealing with the removal of heritage assets is as follows:

Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- *the nature of the heritage asset prevents all reasonable uses of the site*
- *no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation*
- *conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible*
- *the harm or loss is outweighed by the benefit of bringing the site back into use.*

8.9 Local Plan policy is not silent on the issue of demolition of BLIs as heritage assets and requires that the demolition will only be permitted if the building is demonstrably incapable of beneficial use or reuse or there are clear public benefits arising from the development. The advice in both the policy and the NPPF helps to identify how an assessment of the application should be made.

8.10 Both the policy and the NPPF look to establish either a clear public benefit or compliance with a set of criteria. It is important to note that a justification for demolition does not need to establish both a public benefit argument and compliance with the criteria or test established by policy/guidance.

8.11 In this case the nature of the heritage asset does not prevent use of the site and the buildings are currently in beneficial use. No evidence has been brought forward regarding the availability of grant funding or public/charitable ownership. The justification in this case is solely reliant upon the 'public benefit' argument.

8.12 Although Conservation Area Consent is needed I would argue that the basis of the public benefit was established at the Outline Consent stage. The redevelopment of the Station Area as a whole is necessary to bring forward the very significant improvements to the transport interchange that include works to the Station, the new Station Square, the bus interchange and Cycle Park. The demolition of Cityroomz and the former Station offices is necessary and justified for this reason.

8.13 In reaching this view I am mindful of the Senior Conservation Officer's view as follows:

> 'The loss of historic buildings in a prominent location in the Conservation Area is always a matter for regret and the policies at national & local level are against such a loss except in cases where there is a demonstrable benefit to be derived. In this case, the decision makers who granted outline permission for the 'masterplan' were aware of the presumed demolition and assessed it to be worthwhile. All the discussions about the replacement building were predicated on the design having to be assessed as of suitable quality to meet the policy 'tests'.'

8.14 I share the Senior Conservation Officer's view that the design of the new building is an extremely important consideration. All of the discussions with the applicants have been based on the need for the new building to be appropriate for its setting in the Conservation Area.

8.15 I am convinced that the new office building will be a positive asset to the Conservation Area for the reasons set out in my report on the planning application. This view is shared by the Design and Conservation Panel, English Heritage and the Urban Design and Conservation Team. Similarly the new Station Square will be a positive asset to the Conservation Area. These views provide the necessary justification for the demolition of Cityroomz and the former Station offices. In particular I note the views of English Heritage which

acknowledges the potential for enhancement of the Conservation Area through comprehensive redevelopment.

8.16 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 4/11 and 4/12 and guidance provided by the NPPF and overcomes the reasons for refusal of the previous application.

Other environmental impacts

8.18 I have recommended conditions and informatives as recommended by the Highway Authority officer and the Environmental Health Officer.

8.19 In my opinion, subject to compliance with conditions, the proposal is compliant with Cambridge Local Plan (2006) policies 4/13 and 8/2.

Third Party Representations

8.20 I have addressed the issues raised in this report and in the related report on the planning application.

Representations from David Campbell Bannerman MEP

8.21 Most of the issues raised are addressed in the sections of my report on the office building that relate to context of site, design and external space and impact on Heritage Assets. CityRoomz hotel is partially on the site of the office building but mainly effects the provision of the Station Square.

I have checked the history of site as part of the Robert Sayle business and the John Lewis Partnership and found this information on the John Lewis website:

'Though now known as John Lewis Cambridge, Robert Sayle was a much-loved Cambridge department store, which has stood proud as one of Cambridge's retail landmarks for over 160 years. In 1934 the Selfridge Provincial Stores (SPS) group bought the shop. However, with the outbreak of war the future looked bleak and the Selfridge family decided to sell the whole of the SPS group. Spedan Lewis, the son of John Lewis, was looking to expand his own growing empire and in 1940 the John

Lewis Partnership bought the shop along with fourteen other department stores.'

I do not think that this demonstrates a reason for resisting the principle of demolition.

9.0 CONCLUSION

9.1 In my view the demolition of Cityroomz and the former Station offices is justified by the public benefit that will derive from the development of the site for office accommodation as part of the wider Station Area redevelopment and the provision of the Station Square. The assessment of Cityroomz and the former Station offices as a BLI and heritage asset has been carried out properly and is supported by officers. I have no objections to the demolition which will facilitate the delivery of the CB1 Masterplan approved under the Outline Planning Consent.

10.0 RECOMMENDATION

APPROVE subject to the following conditions and reasons for approval:

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

   Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

2. The demolition hereby permitted shall not be commenced until a contract for the redevelopment in accordance with planning permission 12/1608/FUL or 12/1622/FUL, has been let.

   Reason: To avoid the creation of cleared sites detrimental to the character and appearance of the Conservation Area. (Cambridge Local Plan 2006 policies 3/4 and 4/11)

3. No development shall take place until a full photographic record and survey by measured drawing and salvage of samples has been made depicting the exterior and interior of the building (including any parts to be demolished) and a copy deposited with each of the following organisations: the Cambridgeshire Collection of the Central Library, Lion Yard, Cambridge; the County Archive, Shire Hall, Castle Hill, Cambridge, and the local planning authority. The precise number and nature of the photographs, drawings and samples to be taken is to be agreed in advance with the local planning authority and the format in which they are to be displayed and titled is to be agreed with the local planning authority before the deposit is made.

   Reason: To foster understanding of the building's importance in the national and Cambridge context, and to ensure proper recording of any aspects of the building's special interest which are to be lost or altered. (Cambridge Local Plan 2006, policy 4/11 and 4/12)

4. Prior to demolition a method statement for the controlled demolition of the building, the salvaging of materials of construction [bricks, slates, etc.], architectural details [joinery, flooring, stained glass, carved and/or moulded work, door furniture, chimney pots, decorative metalwork, etc.] and structural timber, etc. and the sustainable recycling of these materials shall be submitted to and approved in writing by the local planning authority. The local planning authority shall then be supplied with written proof of the successful recycling of the materials.

   Reason: To ensure that the reuse of any aspects of the building's special interest which are to be lost or altered is properly considered. (Cambridge Local Plan 2006, policy 4/11 and 4/12)

5. Prior to the commencement of development [including demolition] a Demolition and Construction Environmental Management Plan (DCEMP) shall be submitted to and approved in writing by the local planning authority. The DCEMP shall include the consideration of the following aspects of demolition and construction:

   a) Demolition, construction and phasing programme.

b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.
c) Construction/Demolition hours which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation. Prior notice and agreement procedures for works outside agreed limits and hours.
d) Delivery times for construction purposes.
e) Soil Management Strategy.
f) Outline Waste Management Plan (OWMP).
g) Noise method, monitoring and recording statements in accordance with the provisions of BS 5228-1: 2009.
h) Maximum noise mitigation levels for construction equipment, plant and vehicles.
i) Vibration method, monitoring and recording statements in accordance with the provisions of BS 5228-2: 2009.
j) Maximum vibration levels.
k) Dust management and wheel washing measures in accordance with the provisions of London Best Practice Guidance: The control of dust and emissions from construction and demolition.
l) Use of concrete crushers.
m) Prohibition of the burning of waste on site during demolition/construction.
n) Site lighting.
o) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
p) Screening and hoarding details.
q) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
r) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
s) External safety and information signing and notices.
u) Consideration of sensitive receptors.
v) Prior notice and agreement procedures for works outside agreed limits.
x) Complaints procedures, including complaints response procedures.
y) Membership of the Considerate Contractors Scheme.

The development shall then be undertaken in accordance with the agreed plan.

Reason: To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13).

INFORMATIVE: Applicants or their agents preparing a survey for archive deposit are advised to refer to "Understanding Historic Buildings: A guide to good recording practice." - English Heritage, 2006

INFORMATIVE: New development can sometimes cause inconvenience, disturbance and disruption to local residents, businesses and passers by. As a result the City Council runs a Considerate Contractor Scheme aimed at promoting high standards of care during construction. The City Council encourages the developer of the site, through its building contractor, to join the scheme and agree to comply with the model Code of Good Practice, in the interests of good neighbourliness. Information about the scheme can be obtained from The Considerate Contractor project Officer in the Planning Department (Tel: 01223 457121).

This development involves work to the public highway that will require the approval of the County Council as Highway Authority. It is an OFFENCE to carry out any works within the public highway, which includes a public right of way, without the permission of the Highway Authority. Please note that it is the applicant's responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council. Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, the cost of which must be borne by the applicant.

Reasons for Approval

1. This development has been approved, conditionally, because subject to those requirements it is considered to conform to the Development Plan as a whole, particularly the following policies:

Cambridge Local Plan (2006): 4/11 4/12 4/13 8/2 9/9

2. The decision has been made having had regard to all other material planning considerations, none of which was considered to have been of such significance as to justify doing other than grant planning permission.

These reasons for approval can be a summary of the reasons for grant of planning permission only. For further details on the decision please see the officer report online at www.cambridge.gov.uk/planningpublicaccess or visit our Customer Service Centre, Mandela House, 4 Regent Street, Cambridge, CB2 1BY between 8am to 6pm Monday to Friday.

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General Notes

1. Drawing indicates design intent only.
2. The contractor is responsible for taking and scheduling all dimensions on site.
3. Do not scale from drawings.
4. Report all discrepencies to the architect before proceeding.

Revision	Date	Description

Client
BROOKGATE

PRINGLE BRANDON DREW

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Project
CAMBRIDGE CB1
ONE, THE SQUARE

Drawing Title
LOCATION PLAN

Scale	Status	Checked By
1:2500/1:1250 @ A3		

Company	Job Number	Drawing Number	Revision
PB	-212202	CAC-LOC	####

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