

## Joint Development Control Committee - Cambridge Fringes

**Date:** Wednesday, 13 September 2017

**Time:** 10.30 am

**Venue:** Committee Room 1 & 2, The Guildhall, Market Square, Cambridge, CB2 3QJ

**Contact:** democratic.services@cambridge.gov.uk, tel 01223 457013

### Agenda

**Please note that there is a 9.00am to 10.30am Briefing**

- 1 Apologies
- 2 Declarations of Interest
- 3 Minutes (PAGES 3 - 12)

**All Committee Members may vote on this item**

- 4 16/2058/FUL - William James House, 50-55 Cowley Road (PAGES 13 - 50)

**Joint Development Control Committee - Cambridge Fringes Members:**

**Cambridge City Council:** Cllrs Blencowe (Vice-Chair), Baigent, Bird, Holt, Price and Tunnacliffe, Alternates: Gawthrop, T. Moore and Smart

**Cambridgeshire County Council:** Cllrs Bradnam, Harford, Hudson and Richards, Alternates: Adey, Joseph, Nethsingha and Wotherspoon

**South Cambridgeshire District Council:** Cllrs Bard (Chair), Cuffley, de Lacey, Nightingale, Turner and Van de Weyer, Alternates: Bygott, Cattermole, Corney, Lockwood, Davies, Stonham and Wotherspoon

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**JOINT DEVELOPMENT CONTROL COMMITTEE - CAMBRIDGE FRINGES**

19 July 2017

10.30 am - 12.20 pm

**Present:** Councillors Bard (Chair), Blencowe (Vice-Chair), Bird, Holt, Tunnacliffe, Smart, Bradnam, Harford, Hudson, Richards, de Lacey, Nightingale, Turner and Van de Weyer

**Officers Present:**

New Neighbourhoods Development Manager: Sharon Brown

Planning Lawyer: Rebecca Williams

Committee Manager: Emily Watts

**Other Officers Present:**

Business Manager, County Planning, Minerals and Waste, Cambridgeshire County Council: Emma Fitch

Development Management Officer (Planning Case Officer), Cambridgeshire County Council: Elizabeth Verdegem

Ecology Officer, Cambridgeshire County Council: Deborah Ahmad

Biodiversity Officer, Cambridge City Council: Guy Belcher

Principal Landscape Officer, Cambridge City Council: Dinah Foley-Norman

**FOR THE INFORMATION OF THE COUNCIL****17/81/JDCC Apologies**

Apologies were received from Councillors Baigent, Price and Cuffley. Councillor Smart attended as an alternate.

**17/82/JDCC Declarations of Interest**

<b>Name</b>	<b>Item</b>	<b>Interest</b>
Councillor Bradnam	17/84/JDCC	Personal: Member of the Wildlife Trust.
Councillor Harford	17/84/JDCC	Personal: Was a member of the County Economy and Environment Committee when the foot/cycle bridge between

		Abbey and Chesterton was approved, but she left the room and didn't take part in that item; and was also a member of the County Planning Committee that approved the Bridge permission.
Councillor de Lacey	17/84/JDCC	Personal: Member of Cambridge Cycling Campaign. Confirmed that he had not attended any meetings or discussions about the Chisholm Trail so did not have a prejudicial interest.
Councillor de Lacey	17/84/JDCC	Personal: His wife is a member of the Wildlife Trust.
Councillor Smart	17/84/JDCC	Lead City Council Member on Chisholm Trail project but did not constitute a prejudicial interest
Councillor Van de Weyer	17/84/JDCC	Personal: Member of Cambridge Cycling Campaign (CCC). Confirmed that he had discussed the Chisholm Trail with CCC and had been present at some meetings but had been careful to ensure that he made no comments that would constitute a prejudicial interest.

### 17/83/JDCC Minutes

After a typographical correction on minute item 17/78/JDCC the minutes of the meeting held on 21 June 2017 were approved as a correct record and signed by the Chair.

**17/84/JDCC      15 Minute Adjournment**

Committee adjourned to read a representation from Birketts LLP which had been circulated to Members on 18 July 2017. Members noted the late submission of this letter which was outside the normal cut-off period for representations being accepted. The Chair confirmed that the Committee were not obliged to consider this letter given that it was submitted at such short notice and that he was exercising flexibility in allowing it to be considered.

**17/85/JDCC      C/5007/16 - Chisholm Trail**

The Committee received an application for full planning permission for phase 1 of the Chisholm Trail. The application incorporated a north-south pedestrian and cycle path from the River Cam to Coldham's Lane broadly parallel to the railway line. Other elements of the application included a new underpass under Newmarket Road, bridge across Coldham's Brook, replacing culvert with a bridge on Coldham's Common, new paths and improvements to existing paths.

The Planning Case Officer introduced the item with reference to a PowerPoint presentation and identified key elements of the site and the proposals.

Reference to the Member Site Visit carried out on 21 June 2017 was also highlighted by the Planning Case Officer, including details on a map of where Members had been taken. Reference to responses received, including the petitions that triggered the Development Control Forum in October 2016, was made; as well as noting that the entrance to the Railway Station off Moss Bank had been implemented by Network Rail to ensure that access was available for the station opening on 21 May 2017.

The Planning Case Officer updated the committee with the addition of the Newmarket Road underpass informative and the updated consultation response from Heritage England that had been passed to Members as part of the amendment sheet circulated ahead of the meeting.

The Committee received a representation in objection to the application from Dr Reed.

The representation covered the following issues:

- i. Highlighted some aspects of ecology which could be impacted by the application.

- ii. Commented on the method and process of data collection used in the application, including concerns around the inconsistencies that existed between the documents submitted, highlighting that it had not followed the guidance recommended by Chartered Institute of Ecology and Environmental Management (CIEEM). Suggested that this would limit the evidence collated and as such the data didn't fit its purpose.
- iii. Considered that the concerns raised in points i. and ii. above meant that the claims being made on the screening opinion by the County Council were likely to be incorrect and that councillors were likely to be making a decision that may be against their own policies.

The Committee received a representation in objection to the application from Mr Smith.

Mr Smith requested confirmation that his response provided on 26 March had been received by the County Council DM Team and had been included in the documents given to councillors; it was confirmed by officers that it had been received and that it was available on the County website within the consultation responses document provided to Members of the committee via a link to the website.

Mr Smith made reference to a plan that he wished to circulate to committee members but given the lack of notice and concerns that the information had no way of being verified, the Chair did not agree this request. The representation covered the following issues:

- i. Referenced the representation received from Birketts LLP and the concerns relating to the administration of the application.
- ii. Commented that the regulation 3 planning application was substandard, the design and its functionality was not appropriate for its planned use.
- iii. Raised concerns that the application would lead to mounds of material (with potential contamination) being dumped on wildlife site and along the route;
- iv. Commented that the proposals would evict tent home dwellers;
- v. Highlighted the negative environmental impact of destroying conservation areas and thousands of square metres of trees.
- vi. Considered that if this application was approved it would pave the way for other inappropriate development such as development at Barnwell Lakes.
- vii. Stated the potential damage to the Leper Chapel and questioned the overall accessibility issues for people with disabilities, noting that the ramp down from Newmarket Road is proposed to be 1:15 and not 1:20.

- viii. Asked Members to refuse or defer the application to allow them time to assess the evidence and request an Environmental Impact Assessment.

The Committee received a representation in support of the application from Mr Chisholm.

The representation covered the following issues:

- i. Noted that Cambridge was a city that looked to the future and acknowledged the hard work of officers at the County to date, and still to be undertaken with the suggested planning conditions.
- ii. Understood why the route was considered damaging by some, but not putting more routes in would be more damaging in the long run.
- iii. Suggested that the benefits of the scheme will even extend to people with cars giving them an alternative, as well as the obvious benefits to cyclists, noting that it won't be long before Phase 2 comes forward.

The Committee received a representation in support of the application from Dr McDonald (on behalf of Cambridge Cycling Campaign).

The representation covered the following issues:

- i. Provided cycling statistics for the area, confirming that they had campaigned for nearly 20 years for the Chisholm Trail, with strong support.
- ii. Trail will provide innumerable benefits, with access to heritage sites on a safe route and noting that active travel also has active positive outcomes.
- iii. Noted the extensive consultation on the scheme that has taken place with early consultation undertaken through its inclusion in the local plan in 2007.
- iv. Asked JDCC members to support this once in a lifetime opportunity.

Mr Davies spoke on behalf of the applicant in support of the application.

The representation covered the following issues:

- i. Acknowledged the sensitivities of the site. However, stated that this proposal was about connectivity to support growth and was therefore all about sustainability.
- ii. Wider benefits acknowledged, such as connectivity to the new towns of Northstowe and Waterbeach; and improved public access to the Leper Chapel with disabled access that doesn't currently exist.
- iii. Through the consultation process he confirmed that his team (as the applicant) had compromised a lot e.g. to take account of comments

about the setting of the Leper Chapel they had moved the route / underpass further away.

- iv. Asked members to support this sustainable scheme.

The Committee made the following comments in response to the report.

- i. Praised the scheme and its many benefits such as increased connectivity to the city and surrounding area (including new developments such as Wing), it promoted a sustainable method of travel, increased access to Leper Chapel, and improved access to the green belt.
- ii. Highlighted that mitigation against the proposals would be a challenge but they were reassured by the arrangements which were already in place and these losses in the short term needed to be balanced against the longer term benefits of the scheme.
- iii. Pointed out in the summary section of the report in point 1, officers should note this should refer to the Greater Cambridge Partnership and not City Deal, noting the name changes that have taken place since the application was first submitted.
- iv. Sought reassurance regarding the historic and ecological impact of the application, particularly in relation to the concerns about the quality of the ecological information raised by the objectors and the robustness of the information submitted.
- v. Asked why the Chartered Institute of Ecology and Environmental Management standards had not been maintained during the assessment process.
- vi. Queried the impact of the development to wider historic buildings such as the Papermills the old brew house (The Globe Brewery), the Round House and the church at Fen Ditton with the conservation area. Asked who the owners of the Round House were and what impacts they were likely to encounter.
- vii. Referenced the representation from Birketts LLP, queried whether the application had followed due process and the relevance of the case law *Mordue (2015)*.
- viii. Questioned whether the Regulations and Acts quoted by the objectors had been met to ensure that Members weren't defaulting on their responsibility or if a decision would be "Ultra Vires".
- ix. Noted the concerns about the listed buildings in Fen Ditton, but when standing at the Church or on the High Street in Fen Ditton the Local Member was of the opinion that the proposals wouldn't have an impact as they won't be seen.
- x. Agreed that closing Newmarket Road for 24 hours over a weekend seemed like a sensible idea to limit disruption.



In response to Members' questions the Cambridgeshire County Council's Planning Case Officer and Business Manager said the following:

- i. Set out the ecology process for Members before asking the County Ecologist to come to the table to address specific questions, noting that at the submission stage they had not received the right ecology information, as will have been evident within the report, especially as the planning application had been received nearly a year ago. This lack of information has involved numerous discussions with the Wildlife Trust, the County Ecologist and also the City Council's Biodiversity Officer, which has led to a number of iterations of details and further submissions to ensure there was enough suitable information to base a decision on.
- ii. In relation to the listed building and conservation area concerns raised, explained the setting of the Fen Ditton Conservation Area using the conservation area slide. Noted there was a tree belt and some distance between the proposals and the listed buildings. Confirmed that although many historical buildings surrounded the site, the closest and most important listed building (Grade I) related to the proposals was the Leper Chapel, which had been discussed within the report. Fen Ditton was shown on a photograph noting the listed buildings were approximately 750 metres away, and from ground level next to the church, you would not be able to see the trail, and it would likely only be viewable from the top of the tower.
- iii. This application had been extensively consulted on to ensure any impact was proportional, and Historic England had also confirmed that they were happy with the plans subject to landscaping that can be controlled by planning condition. Furthermore, confirmed that Paragraph 8.73 of the officer report referred to the listed buildings discussed in Paragraphs 1.10 – 1.11 which included the Papermills and the Globe Brewery, both Grade II structures, so therefore wanted to reassure members that officers and specialists had considered the wider listing buildings in the review of the proposal. Therefore, whilst the officer report had focussed on the Leper Chapel as a Grade I listed building, it should not be considered that Historic England, the Historic Environment Team, the City Council's Heritage Officer nor officers within the County Planning Team hadn't given due regard to the setting and impact on other listed buildings in the vicinity of the application.
- iv. Demonstrated how the access points around the Leper Chapel were designed to be used, and showed the location of the ramp to the Round House noting the trees and shrubs proposed to be removed in the area to help assess the potential visual impacts.

- v. Stated that the objectors' reference to the Chartered Institute of Ecology and Environmental Management following professional standards was in relation to the applicant's ecologist and not in relation to the Wildlife Trust, the City Council's Biodiversity Officer or the County's Ecologist, therefore Members should understand that the response from the Ecology Officer would be similar to the Business Manager commenting on another planner's conduct. In this instance national planning policy guidance had been followed and the data collected was considered sufficient and satisfactory.
- vi. Affirmed that the ownership of the round house was unknown, it was not a planning matter and its location fell outside the application area. The location of the Round House was demonstrated by the Planning Case Officer using a slide from the presentation, noting the red line boundary and also the distance of the proposed underpass from the Grade II property.

In response to Members' questions the Cambridgeshire County Council's Ecology Officer said the following:

- i. Affirmed that they had not been happy with the initial assessment (and acknowledged that this had been a tedious process) so additional work had been undertaken to address this.
- ii. Explained that the evidence needed to be proportionate to the level of risk and now at a stage that the protected species information is sufficient for this assessment and the Ecological Design Strategy planning condition will ensure the relevant protection.
- iii. Outlined that only the areas within the red line boundary could be considered within her calculations.
- iv. The impact of the cycle way was now considered to be proportionate to its risk. The net loss and gain was difficult to assess, 0.6 hectares of land would be lost but the remaining area would be landscaped and enhanced. The 25 year management plan was also a reassuring sign of the commitment to maximising biodiversity.
- v. Stated that the Chartered Institute of Ecology and Environmental Management provided professional standards guidelines. An overview of the guidance, membership and proportionately was highlighted. Reference to circular 06/2005 guidance and specifically Paragraph 99 was quoted to help demonstrate that it was considered that there was enough information to assess the scheme. Agreed that based on the above she was satisfied that there was enough information to be able to assess it in line with national planning policy guidance and therefore the data collected was considered sufficient and satisfactory.

The Planning Lawyer confirmed that the statutory requirements set out in the letter from Birketts LLP were relevant and had been covered in the officer's report; that based on the negative EIA screening opinion adopted by the County Council those regulations effectively fell away; in relation to the listed buildings point / historic assessment had been covered by officers in response to Member questions; and in relation to the CIEEM membership point this would be better answered by the County Ecologist. Confirmed that she was not familiar with the case law Mordue (2015) but highlighted the importance of considering this case on its own merit.

Councillor Holt joined the committee part way through the discussion so did not vote on the item.

**Resolved unanimously** to grant the application for planning permission in accordance with the officer recommendation, for the reasons set out in the officer report, and subject to the conditions recommended by the officers

The meeting ended at 12.20 pm

**CHAIR**

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**JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)**

**Report by: Joint Director of Planning and Economic Development**

**Date: 13 September 2017**

<b>Application Number</b>	16/2058/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	20 <sup>th</sup> December 2016	<b>Officer</b>	Mark Wadsworth
<b>Target Date</b>	21 <sup>st</sup> March 2017 EoT agreed		
<b>Parishes/Wards</b>	ECH		
<b>Site</b>	Coulson Group William James House 50 - 55 Cowley Road Cambridge		
<b>Proposal</b>	New three storey office development (B1 use).		
<b>Applicant</b>	Coulson Building Group		

<b>SUMMARY</b>	<p>The proposed B1 development on the site is considered in principle to be acceptable.</p> <p>The proposed scheme will support improvements in the sustainable transport networks in the area to help mitigate the impact of the development.</p> <p>The proposed design of the development has been well considered with regard to its context and site constraints and will make a positive contribution to the character and appearance of the area.</p> <p>In terms of contaminated land, odour, air quality, demolition/ construction and plant noise, officers are content that the safeguards are in place to protect the amenities of the area and the future occupants of the development.</p> <p>The points made in the representations received have been carefully considered, and none of the points raised offer sufficient reasoning or justification to part with the development plan in this instance.</p>
<b>RECOMMENDATION</b>	<b>APPROVAL</b>

## **1.0 SITE DESCRIPTION/AREA CONTEXT**

- 1.1 The application site is located approximately 3.5 kilometres north-east of Cambridge City Centre within the established Cowley Road Industrial Estate, with surrounding land uses comprising a variety of commercial, industrial, leisure and infrastructure operations. The immediate area is a mixture office and industrial use buildings.
- 1.2 The application site forms part of landholdings owned by the applicant Coulson Building Group. The landholdings cover an area of approximately 1.2 hectares, on which 'William James House' an existing 3 storey commercial building is located. The building, which has 3,500 square metres of gross floor space, currently houses Coulson Building Group, with some of the floorspace within the building and land sublet to local businesses. The primary use of the Coulson Building Group site is B1 offices with ancillary B8 storage use.
- 1.1 The applicant proposes to develop the northern half of the site. The site which has 39 metres long frontage onto Cowley Road, and a depth of 37 -39 metres will cover an area of 0.56 hectares (5,560 square metres). The existing 'William James House' commercial building is to be retained. At present part of the application site accommodates at-grade parking for 55 cars for 'William James House', part is in use as open storage for plant and materials with the remainder of the site currently sub-let for use as a scaffolding storage yard and a lock up storage business.
- 1.2 The site backs onto a ditch/ watercourse to the north-west of the site. The watercourse has mature hedgerow planting alongside both banks of the watercourse. Further to the north and west of the site is the Anglian Water Wastewater Treatment Works (AW) site. To the south of the AW Treatment Works and to the west of the site is the City Council owned Cambridge Golf Driving Range. Immediately adjacent and to the north of the site is a car dealership while to the east and south-east on the opposite side of Cowley Road is the Stage Coach Depot. Further to the east is the Cambridge – Ely rail line and sidings. Immediately to the south of 'William James House' is the Veolia waste transfer station while the recently opened Cambridge North Railway Station is located approximately 600 metres to the south.
- 1.5 The site is not within a Conservation Area and is outside a controlled parking zone. It falls within the proposed Northern Fringe East Area Action Plan, the relevance of which is discussed at paragraph 5.5.

## **2.0 THE PROPOSAL**

- 2.1 The proposals are to clear the site and to construct a new office building. The proposed new building will have an 'L' shape layout and be 3-storeys in height with the main facade of the building fronting onto Cowley Road with the return to be constructed along the northern boundary of the site. The main building will be 12.460 metres in height, with the height of the plantroom roof 14.375m.

- 2.2 The proposed new building will be constructed using a Cambridge brick, with brickwork recessed around windows to break up the appearance of the façade of the building. The proposed window frames will be aluminium with aluminium solar shading louvres, all powder coated dark grey. The entrance stairwell and side stairwells will be clad with a grey fibre cement panel to highlight the entrance and exit points.
- 2.3 The proposed building will be set back from the back edge of the highway to allow tree planting between the new building and the highway. The proposed new tree planting will continue the avenue of trees already established alongside the frontage of neighbouring sites on Cowley Road. At the rear of the building will be a small landscaped courtyard for use by staff, while landscaping across the car park is proposed to break up the expanse of concrete with further planting proposed along the western / rear boundary of the site to help screen the development from the adjacent AW treatment site.
- 2.4 The proposed new building will provide circa 1,780 square metres of B1(a) office floorspace, together with circulation spaces, welfare facilities, meeting rooms, and breakout space. The total floorspace of the new building will be circa 2,593 square metres.
- 2.5 The proposal maintains the existing vehicle access which will be shared between the adjacent William James House and the proposed new development.
- 2.6 External car parking is to be provided at the rear of the proposed new development for an additional 45 new car parking spaces. As highlighted in paragraph 1.3 the existing 55 car parking spaces will be reprovided within the proposed new car parking area, which will include 3 accessible spaces located towards the main entrance to the building. A total of 100 car parking spaces will be provided within the new development. A total of 88 cycle parking spaces will also be provided within a secure enclosure.
- 2.7 The proposed waste collection store which will be located close to the rear boundary of the site will be enclosed with a brickwork garden wall (Cambridge brick to match the building façade) with gates painted dark grey to match the main building's windows, doors and accessories.
- 2.8 The application is accompanied by the following supporting information:
- Design and access statement
  - Planning statement
  - Transport assessment
  - Energy & sustainability statement
  - Geo environmental assessment
  - Waste consultation area statement
  - Foul/ surface water drainage strategy
  - Travel plan framework
- 2.9 In accordance with the agreed scheme of delegation, the application is being brought to Joint Development Control Committee (JDCC) for determination

because it is for a non-residential development of more than 1,000 square metres.

### 3.0 SITE HISTORY

<u>Reference</u>	<u>Description</u>	<u>Outcome</u>
C/73/0882	The erection of vehicle depot including admin. offices maintenance workshops, vehicle parking container storage and liquid waste transfer facilities	Permitted 09/03/1976
C/80/0674	The erection of offices, workshops, covered storage, open storage, maintenance bays and ancillary works.	Permitted 04/01/1981
C/82/0301	Erection of offices, workshops, open storage, covered storage maintenance bay and ancillary works.	Permitted 03/06/1982
C/87/0664	Erection of two storey builders offices, workshops and stores, single storey workshop, open storage areas and associated car parking.	Permitted 12.08.1987
C/97/1082	Erection of three storey extension to existing office building.	Permitted 22.12.1997

### 4.0 PUBLICITY

4.1	Advertisement:	Yes
	Adjoining Owners:	Yes
	Site Notice Displayed:	Yes

### 5.0 POLICY

#### 5.1 Central Government Advice

National Planning Policy Framework 2012  
 Planning Practice Guidance 2014  
 Circular 11/95 – The Use of Conditions in Planning Permissions (Annex A)

#### 5.2 Cambridge Local Plan 2006

- 3/1 Sustainable development
- 3/4 Responding to context
- 3/6 Ensuring coordinated development
- 3/7 Creating successful places



- 3/9 Watercourses and other bodies of water
- 3/11 The design of external spaces
- 3/12 The design of new buildings
  
- 4/8 Local biodiversity Action Plans
- 4/13 Pollution and amenity
- 4/15 Lighting
  
- 7/2 Selective management of the Economy
- 7/3 Protection of Industrial and Storage Space
  
- 8/2 Transport impact
- 8/4 Walking and Cycling accessibility
- 8/5 Pedestrian and cycle network
- 8/6 Cycle parking
- 8/7 Public transport accessibility
- 8/8 Land for Public Transport
- 8/9 Commercial vehicles and servicing
- 8/10 Off-street car parking
- 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
- 9/3 Development in Urban Extensions
- 9/6 Northern Fringe
  
- 10/1 Infrastructure improvements

5.3 Policy 9/6 of the Local Plan is particularly relevant to the consideration of this application. The policy lists the permissible land uses which comprise a mix of housing, commercial uses (B1, B2 and B8 employment uses), retail, community facilities, aggregates, open space, major waste management facility and household waste recycling centre. The plan accompanying the policy is a diagrammatic representation of the principal land uses, and is provided to illustrate how the different land uses could be arranged across the plan area. It was, however, envisaged that in partnership with landowners and developers that an integrated and sustainable extension to the City would be planned and delivered.

5.4 As the adopted development plan for the area Policy 9/6 of the Local Plan has to be given weight in the consideration of this application.

5.5 Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan 2012

- SSP W8N – Cowley Road Waste
- SSP T1A – North of Chesterton Sidings
- SSP T2C – Cambridge Northern Fringe (Aggregates Railhead)

## Supplementary Planning Documents

### 5.6 Cambridge City Council (May 2007) – Sustainable Design and Construction:

#### Status of Proposed Submission – Cambridge Local Plan 2014

- 5.7 Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For Cambridge, therefore, the emerging revised Local Plan as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.
- 5.8 For the application considered in this report, policies 14 and 40 (para. 5.13) in the emerging Local Plan are relevant but have minimal weight. Policy 14 relates to the emerging Northern Fringe East AAP while policy 40 relates to the development and expansion of business space.

#### Status of Proposed Submission – Cambridge Northern Fringe East, Area Action Plan

- 5.9 The Cambridge and South Cambridgeshire Local Plans (submitted in March 2014) both propose the development of the Cambridge Northern Fringe East area in a comprehensive and coordinated manner for an employment led mixed use development. The catalyst for the regeneration will be the new railway station that opened earlier this year. Work is on-going on the preparation of a joint Area Action Plan (AAP) which will provide a planning framework to guide and control the future development of the area. The AAP will be prepared in two main stages:
- 5.10 Issues & Options Report – this document set out the main issues for the Cambridge Northern Fringe East area and the potential options to address them. Public consultation on this document closed on 2 February 2015.
- 5.11 The findings of the Issues & Options Report were considered at the Joint Strategic Transport and Spatial Planning Group, South Cambridgeshire District Council's Planning Portfolio Holder Meeting and Cambridge City Council's Development Plan Scrutiny Sub-Committee – all in November 2015.
- 5.12 Further work is currently being undertaken with regard to transport modelling, urban design issues, infrastructure delivery and odour impact, the outcome of which will be subject to further consultation.
- 5.13 The proposed Submission AAP will set out the policies to guide development in the Cambridge Northern Fringe area. However, given the status of the emerging AAP, it can only be given very limited weight.

- 5.14 The adopted development plan for the area is Policy 9/6 of the Local Plan and which should be given weight in the consideration of this application, while the policies in the emerging local plan can be given little weight.

## 6.0 CONSULTATIONS

### Cambridgeshire County Council (Highways)

*As originally submitted*

- 6.1 The County Transport Assessment Team raised a holding objection to the submitted Transport Assessment because insufficient detail has been presented to make a sound assessment of the scheme. To address the County concerns further details were requested from the applicant including; revision to committed development flows, agreement on the base junction model and; agreement of the proposed mitigation measures.

*Comments on further information submitted*

- 6.2 In response the applicant has provided further information which has enabled the County to undertake an assessment of the scheme. Having had the opportunity to review the further information provided the County Transport Assessment Team does not now wish to maintain their objections to the proposals subject to the applicant agreeing to the following;
- Making a financial contribution towards the cost of safe pedestrian and cycle path links between the site and Cambridge North Station
  - Travel Plan performance and evaluation fee
  - Financial contribution towards the cost of reconfiguring the signal junction stage and phase timings at the junction modelled on Milton Road
  - A condition requiring the submission and approval of a Travel Plan
  - A condition requiring the submission and approval of a Car Park Management Plan

### Sustainable Drainage Engineer

*As originally submitted*

- 6.3 The Sustainable Drainage Engineer raised concerns about the lack of surface water drainage details submitted with the application. Specifically, details were requested on;
- Sustainable surface water drainage strategy
  - Management and maintenance plan for the lifetime of the development
  - Foul water drainage strategy

*Comments on submitted further information*

- 6.4 The Sustainable Drainage Engineer has reviewed the submitted further information and now consider the proposals to be acceptable subject to the

imposition of two conditions which requires the; a) submission and approval of the maintenance and management of the surface water drainage scheme, and, b) that works shall be implemented in accordance with the approved scheme.

### **Environment Agency (EA)**

*As originally submitted*

- 6.5 The EA raised holding objections to the proposed development as submitted as there was insufficient information to demonstrate that the risk of pollution to controlled waters has been adequately considered and is acceptable.

*Comments on submitted further information*

- 6.6 After reviewing the submitted further information the EA has confirmed that it now has no objections in principle to the proposed development. The EA however consider because of the current and historic uses and activities on the site that there may be the potential for the contamination of ground water. To address these concerns the EA has requested two conditions requiring; 1) unexpected contamination and 2) the submission and approval detailed surface water disposal.

### **Urban Design and Conservation team**

- 6.7 The Urban Design Team was involved in pre-application discussions with the applicant and has commented that the applicant has responded positively to the design advice provided at the pre-app stage and has confirmed that the submitted scheme is acceptable in design terms, subject to the imposition of three conditions which requires the approval of all external materials and structures.

### **Environmental Health**

*As originally submitted*

- 6.8 Contaminated land, odour, noise & air pollution issues have all been assessed by the Council's Environmental Health Officers who have recommended that if planning permission is granted a series of conditions are attached which address; ground contamination, noise, construction hours and air quality.
- 6.9 Environmental Health Officers raised concerns about the potential negative impact of odour from the nearby Cambridge Water Treatment Works (WWTW) and advised that odour needs to be considered a potential constraint to this site. To protect the amenity of future developments Environmental Health Officers requested the submission of an odour assessment in order to enable officers to determine suitable planning conditions

*Comments on submitted further information*

- 6.10 In response the applicant submitted further information in support of the application. In response to the further information submitted Environmental Health Officers have requested that a condition is imposed requiring the submission and approval of the mechanical ventilation and odour filtration system.
- 6.11 The odour issue is considered in detail in the assessment section of the report (Refer paragraphs 8.37 – 8.40).

**Streets & Open Spaces (Landscaping Team)**

*As submitted*

- 6.12 The Landscape Team recommended the following minor design amendments, including;
- Increasing the depth of the landscape buffer between the proposed development and the First Public Drain.
  - Improving the seating/amenity space to the rear of the building.
  - Introducing more diversity within the planting scheme.

*As amended*

- 6.13 Minor amendments were made to the proposed landscaping strategy which the Landscape Team is now satisfied with, subject to the imposition of two conditions which require the submission and approval of;
- Detailed landscaping scheme
  - Details of the boundary treatment

**Cambridgeshire County Council (Lead Local Flood Authority)**

*As originally submitted*

- 6.14 In the absence of a full surface water drainage strategy the County raised a holding objection to the scheme on the basis that there is insufficient information provided to assess the scheme.

*Comments on submitted further information*

- 6.15 Revised drainage information was submitted on the 19<sup>th</sup> July 2017 and the County Lead Local Flood Authority was re-consulted. At the time of drafting this report no further comments have been received.

**Anglian Water**

- 6.16 Anglian Water expressed concerns about the proposed development which may not be compatible with the current and future operational requirements of

the nearby waste water treatment facilities and recommends that the applicant provides evidence to demonstrate a feasible mitigation of the odour risk.

### **Sustainability Officer**

- 6.17 The general approach to sustainable design and construction satisfies the requirements of Policies 3/1 and 8/16 of the Cambridge Local Plan 2006, subject to the imposition of two conditions on;
- Submission of Energy Statement
  - Implementation of Energy Statement

### **Cambridgeshire County Council (Growth & Economy Services)**

*As originally submitted*

- 6.18 Growth & Economy Services does not wish to raise any objections.
- 6.19 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.

*Comments on submitted further information*

- 6.20 The County Growth & Economy Services team has reviewed the submitted further information and does not wish to raise any objections to the proposals.

## **7.0 REPRESENTATIONS**

- 7.1 The owners/occupiers of the following address has made a representation;
- Unit 1 Kings Court, Kirkwood Road, Kings Hedges, Cambridge
- 7.2 The main planning issue raised in the representation is;
- The development should be located and designed where practical to incorporate facilities for charging plug-in and other ultra-low emission vehicles.
- 7.3 The above representation is a summary only and full details of the representation can be inspected on the application file.

## **8.0 ASSESSMENT**

- 8.1 The following sets out officer's assessment of the proposals and considers;
- Principle of development
  - Transportation
  - Urban design & landscaping
  - Drainage & utilities

- Environmental considerations
- Cycle & car parking
- Sustainability
- Planning obligations (S106 Agreement)

## **Principle of development**

### *Policy framework*

- 8.2 The application site is situated within several Cambridgeshire County Council Consultation Areas, as set out in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan 2012, including the Cowley Road Waste (SSP W8N) which relates to the nearby Veolia recycling site. The applicant has provided a statement which demonstrates to the satisfaction of the County Growth & Economy Service that the proposal is compatible with the nearby recycling site.
- 8.3 Further information has been provided which details how the proposals will not prejudice the operation of the nearby railheads/ sidings (SSP T1A & T2C). The County Growth & Economy Services team has reviewed the submitted further information and does not wish to raise any objections to the proposals.
- 8.4 The adopted Local Plan (Cambridge Local Plan 2006) sets out a vision to regenerate this area which forms part of the Cambridge Northern Fringe East site allocation (Policy 9/6 – Northern Fringe). The policy lists the permissible land uses which comprise a mix of housing, commercial uses (B1, B2 and B8 employment uses), retail, community facilities, aggregates, open space, major waste management facility and household waste recycling centre. Figure 9/6 on the plan identifies the site for residential development but it should be noted that this figure is a diagrammatic representation of the proposed principal land uses, access and transport arrangement and does not have any formal status other than as guidance (Refer para. 9.33). As the adopted development plan for the area Policy 9/6 of the Local Plan should be given weight in the consideration of this application.
- 8.5 The emerging local plan allocates the site for mixed-use development, but clarifies that the quantum of development, site capacity, viability, time scales and phasing of development will be established through the preparation of an Area Action Plan (AAP). However, at the time of writing this report the AAP work has not yet progressed to a point where substantive weight can be given to the AAP.
- 8.6 In policy terms, the proposals should be assessed against Policy 9/6 of the Local Plan. The proposal which is for a B1 office development is permissible under Policy 9/6 of the Local Plan.

### *Established use*

- 8.7 As the work on the preparation of the Area Action Plan (AAP) for Cambridge Northern Fringe East has not yet progressed to a point where any weight can

be given to it this application has to be judged on its own merits and a key consideration that must be taken into consideration is the established use of the site. The application site currently provides open storage and parking associated with the adjacent office/ depot development at William James House.

- 8.8 The primary use of the entire Coulson Building Group site is B1 with ancillary B8 storage use. The use of the site as an office / depot is long established. It should be noted that under the Town and Country Planning (Use Classes) Order 1987 and subsequent amendments, that the change of use from B1 use class to B8 use class is 'permitted development', and vice versa.
- 8.9 William James House provides approximately 3,500 square metres of gross floor space. The proposed new development will deliver a further 2,593 square metres of B1(a) office floorspace.

### *Conclusions*

- 8.10 The emerging development plan for Northern Fringe East, which includes the application site, seeks the wider regeneration of this part of the City with the creation of a revitalised, employment focused area centred on a new transport interchange. The quantum of development, site capacity, viability, time scales and phasing of development will be established through the preparation of an Action Area Plan (AAP) for the site. Work on the AAP for the Northern Fringe East has not, however, yet progressed to a point where substantive weight can be given to it. Weight, however, can be given to Policy 9/6 of the approved Local Plan. The proposal which is for a B1 office development is permissible under Policy 9/6 of the Local Plan.
- 8.11 Another important material consideration to be taken into consideration in the determination of this application is the long established use of the site for commercial operations (B1 Use Class) with ancillary storage use (B8 Use Class). Furthermore, the proposed development will not prejudice the Cambridgeshire County Council Consultation Areas SSP W8N, SSP T1A & SSP T2C.
- 8.12 The proposed B1 development accords with the development plan for the area and is therefore acceptable in principle.

### **Transport impacts**

- 8.13 Policy 8/2 of the Cambridge Local Plan discourages further traffic growth and allows development where it will not have an unacceptable transport impact. Policy 8/3 requires development that places demand on the transport system to secure suitable mitigation measures. Growth can be supported and accommodated through enhanced sustainable transport use while Policies 8/4 & 8/5 promote walking and cycling and the expansion of the walking and cycling network.



### *Impact on the network*

- 8.14 The highway network in the vicinity of the Cambridge Science Park is at capacity, with significant congestion currently occurring along Milton Road, Kings Hedges Road, the A10 and A14, particularly during the peak periods. Cambridge Northern Fringe East and the Cambridge Science Park, is being taken into consideration in the A10 Transport Corridor Study which runs from Cambridge to Ely is due to be completed by the end of the year. The data provided in the Transport Assessment, however, demonstrates that the development can be accommodated at the Cowley Road junction off Milton Road.
- 8.15 It is anticipated that the development will add onto the highway network an additional 52 vehicles in the AM peak, of which 46 will be arrivals, and 42 departures in the PM peak. Rather than increasing the capacity of the highway network the County Council's strategy has been to improve the quality and capacity of the sustainable transport networks leading into and within the City.
- 8.16 To help support improvements in the sustainable transport networks and to help mitigate the impact of the development the County is seeking from the applicant agreement on the following;
- Financial contribution of £140,000 towards the cost of the construction of safe pedestrian and cycle path links between the site and Cambridge North station.
  - Travel Plan performance and evaluation fee of £4,500
  - Contribution of £3,000 towards cost of reconfiguring the signal junction stage and phase timings at the junctions modelled on Milton Road.
  - A Travel Plan secured through a condition (refer Condition 27).
  - A Car Park Management Plan secured through a condition (refer Condition 28).
- 8.17 The applicant has confirmed that they agree to the recommended mitigation measures.

### *Car Parking*

- 8.18 Car parking standards set out in the Cambridge Local Plan (2006) require 1 space for every 40 square metres of gross floor area (GFA) including some disabled car parking. Applying the Local Plan standards a maximum of 63 car parking spaces should be provided.
- 8.19 45 new car parking spaces will be provided to serve the proposed new development (1 parking space per 47 square metres), which will be in addition to the existing 55 parking spaces to be re-provided within this development to serve the adjacent 'William James House'. The Local Plan standards are maximum standards for provision. With the sites close proximity to sustainable transport networks including the New Cambridge North station, the guided busway and the cycle network the level of car parking provision proposed is acceptable to the County Highways and satisfies the Local Plan

standards. A condition is proposed to restrict the occupation of the new car parking spaces of the new development only (Refer Condition 28).

### *Cycle Parking*

- 8.20 Cycle parking standards set out in the Cambridge Local Plan (2006) require 1 space for every 30 square metres of gross floor area (GFA) and include some visitor parking. Applying the Local Plan standards a minimum of 83 cycle spaces should be provided.
- 8.21 A total of 88 cycle parking spaces are to be provided within a secure enclosure close to be located close to the main vehicular entrance into the site. The number of cycle parking spaces proposed is in excess of the minimum number required to satisfy the Local Plan standards. The proposals are therefore not compliant with policy 8/6 of the Local Plan (2006).
- 8.22 Two conditions will be imposed requiring the submission and approval of;
- A car park management plan (refer Condition 28)
  - The detailed design of the cycle parking facilities (refer Condition 29).

### *Travel Plan*

- 8.23 A Travel Plan will be required to be submitted prior to the occupation of the development and 6 months following occupation monitoring against the targets to be agreed will be undertaken and annually thereafter for a five year period. The Travel Plans will be secured through the Section 106. A Travel Plan will be secured through a condition.

### *Conclusion*

- 8.24 The highway network in the vicinity of the application site and the Cambridge Science Park is at capacity. The proposed scheme will however support improvements in the sustainable transport networks in the area to help mitigate the impact of the development. The proposed on-site car and cycle parking provision is in line with Local Plan standards, while the Travel Plan will ensure that there is a modal shift. As such the proposals satisfy the aims of Policy 8/2, 8/3, 8/4 & 8/5 of the Local Plan

### **Urban design & landscaping**

- 8.25 The relevant policies of the Local Plan are 3/4, 3/7 & 3/11. The policies provide a framework to assess the application in terms of design and landscape its potential impact on the locality.
- 8.26 The proposed new building will be constructed parallel to Cowley Road with a return wing to be constructed alongside the northern boundary to the site. The height of the proposed new building, whilst taller than the ridge height of the adjacent William James House it is comparable in terms of the frontage to Cowley Road, depth of building and footprint. The scale of the proposed

building will create a presence on Cowley Road appropriate to its use and is acceptable in design terms.

- 8.27 The development will have a dual aspect lobby area with entrances into the building from the open space / parking to the west and rear of the building and from Cowley Road to the east.
- 8.28 The proposed elevational design is considered acceptable, subject to conditions which require the approval of external materials and detailing (Refer conditions 02, 03 & 04).
- 8.29 In terms of the landscape strategy, the building line has been set further back into the site to allow tree planting along the edge of the highway which will continue the avenue of tree planting already established along the frontage of neighbouring sites. The openness of car park will be broken up with landscaping. Conditions 05 and 06 require the submission and approval of full landscape and boundary details.
- 8.30 The applicant has engaged with officers through the pre-application process and has made a number of design changes in response to comments / advice received. The proposed development will make a positive contribution to the character and appearance of the area and is therefore supported in design terms and satisfies Policies 3/4, 3/7 & 3/11 of the Cambridge Local Plan (2006).

### **Drainage and Utilities**

- 8.31 Policy 8/18 of the Local Plan requires that development will only be granted planning permission where there is an adequate water supply, sewerage or land drainage system available to meet the demands of the development.

#### *Surface water drainage*

- 8.32 The application site and the proposed development will drain towards the watercourse along the north western boundary of the site. Following a sustainable (SuDS) approach the applicant has determined that the most appropriate method of surface water management and disposal is to the ground. The proposed drainage strategy will therefore comprise permeable paving for parking areas with sub-base infiltration and storage for roof water runoff.
- 8.33 The Sustainable Drainage Engineer has reviewed the submitted further information and now considers the proposals to be acceptable subject to the imposition of two conditions which require the; a) submission and approval of the maintenance and management of the surface water drainage scheme, and, b) that works shall be implemented in accordance with the approved scheme.

### *Potential contamination of ground water*

- 8.34 The EA consider that because of the current and historic uses and activities on the site that there may be the potential for the contamination of ground water. To address these concerns the EA has requested two conditions requiring; 1) unexpected contamination and 2) the submission and approval detailed surface water disposal.

### *Foul drainage strategy*

- 8.35 The proposal is to connect into a foul water sewer within the lower part of Cowley Road.

### *Conclusions*

- 8.36 The proposed surface water and foul drainage strategies are subject to a series of conditions (Refer Condition 07, 08 & 09) required by the City Council's Sustainable Engineer and the EA. The proposed surface water and foul drainage a strategy is therefore considered acceptable and satisfies Policy 8/18 of the Local Plan.

### **Amenity**

- 8.37 The relevant policy of the Local Plan is 4/13. Policy 4/13 seeks to only allow development that does not lead to significant adverse effects on health, the environment and amenity and allows for the use of appropriate mitigation through remediation, secured through conditions on planning permissions.
- 8.38 The City Councils Environmental Health team has commented on contaminated land, odour, air quality, demolition/ Construction, and plant noise issues in relation to the proposed development.

### *Contaminated land*

- 8.39 The site has a long history of industrial use and as such Environmental Health Officers will require the site to be properly investigated. Data from nearby locations show significant quantities of ground gas in the area, particularly methane (CH<sub>4</sub>) and carbon dioxide (CO<sub>2</sub>). To address concerns EH officers have recommended the imposition of a series of conditions to any formal planning application, which require;
- Submission of preliminary contamination assessment (refer Condition 10)
  - Submission of site investigation report and remediation strategy (refer Condition 11)
  - Implementation of remediation strategy (refer Condition 12)
  - Submission of completion report (refer Condition 13)
  - Material management plan (refer Condition 14)
  - Unexpected contamination (refer Condition 15)
- 8.40 It should be noted that the unexpected contamination condition has also been requested by Anglian Water.

### *Odour*

- 8.41 At the pre-app stage Environmental Health Officers concluded that the site was within an odour range that would not preclude B1 development but that which would be likely to require sealed windows and a form of ventilation for office space in order to protect the amenity within the building on odorous days, and which could be a condition of any planning approval.
- 8.42 However, since the pre-app advice was provided an independent detailed review of all existing odour studies has been undertaken. The results of this review has, however, thrown into some doubt the validity of previous odour monitoring and modelling assessments, and in the absence of any suitable data EH Officers initially recommended that the applicant provides prior to determination an odour assessment.
- 8.43 In response, the Applicant has argued that without valid base data a further odour assessment would only serve to provide further uncertainty. Environmental Health Officers have in response advised that if the application is granted approval a condition should be imposed which requires prior to the commencement of development, the submission and approval of details of the mechanical ventilation and odour filtration system, as previously recommended at the pre-app stage (refer Condition 21).

### *Air quality*

- 8.44 In terms of air quality EH Officers have commented that they wish to ensure that at the operational stage of development there will be no detrimental impacts on or worsening of air quality due to operations at the site. To address concerns EH officers have recommended the imposition of a series of conditions, which require
- Details on boiler plant (refer Condition 22 & 23)
  - Implementation of plant details (refer Condition 24)

### *Demolition/ Construction*

- 8.45 EH Officers have raised concerns about the potential pollution from the demolition and construction phase of the development if not controlled and recommend a series of conditions are imposed on;
- Standard construction hours (refer Condition 17)
  - Collection or deliveries during construction (refer Condition 18)
  - Piling (refer Condition 19)
  - Airborne dust control (refer Condition 20)

### *Plant noise*

- 8.46 To ensure that the potential noise impacts of the planned external mechanical plant/ equipment, such as AHU's, condensers, commercial extract systems are fully assessed EH Officers recommend that a plant noise condition is attached to any approval (refer Condition 16).

## *Conclusions*

- 8.47 In terms of contaminated land, odour, air quality, demolition/ construction and plant noise, officers are content that with the proposed conditions appropriate safeguards are in place to protect the amenities of the area and the future occupants of the development. With these safeguards in place the proposals are therefore considered to be compliant with the aims of Local Plan Policy 4/13.

### **Renewable energy & sustainable construction**

- 8.48 Policy 3/1 permits development if it meets the principles of sustainability. Policy 8/16 of the Local Plan states that major developments are required to provide at least 10% of predicted energy requirements on-site, from renewable energy sources. The policy triggers a process for developers of examining a series of renewable energy options that can be practically and efficiently used in the development. The more efficient the development, the less amount of energy is required to meet the 10% requirement. The SPD requires the submission of an Energy Statement that addresses these issues.
- 8.49 The application proposes a number of proposals related to sustainable design and construction including, including the use of;
- solar shading louvres and solar control glazing to reduce excessive internal solar gain;
  - permeable materials for footpaths and car parking area
  - offsite manufactured construction components to minimise construction waste;
  - water efficient fixtures and fittings to reduce internal potable water use
  - Green Guide to Specification.
- 8.50 With regards to meeting the requirements of policy 8/16 of the Cambridge Local Plan (2006), which requires onsite renewable energy, photovoltaic panels have been selected by the developer as the preferred technology approach. Officers support this approach which is in line with policies 8/6 and 8/10 of the Local Plan. It is, however, not clear from the information submitted what size of photovoltaic array has been specified in order to meet the 10% requirement.
- 8.51 The Council's Sustainability Officer who supports the proposals has requested that approval is conditioned with the following
- 10% Renewables Submission of Energy Statement (refer Condition 25)
  - 10% Renewables implementation of Energy Statement (refer Condition 26)
- 8.52 The approach being taken to sustainable design and construction and reducing carbon emissions is supported and satisfies policies 3/1 & 8/10 of the Local Plan.

### **Third Party Representations**

- 8.53 Only 1 representation has been received in connection with this application from a business in nearby Kings Hedges. The representation which does not object to the proposed development suggests that where practical it should incorporate facilities for charging plug-in and other ultra-low emission vehicles. However, at present there is no policy basis for requiring such facilities.

### **Planning Obligations (s106 Agreement)**

- 8.54 The Community Infrastructure Levy (CIL) Regulations 2010 (as amended) have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. Each planning obligation needs to pass three statutory tests to make sure that it is;
- (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.

- 8.55 In line with the CIL Regulations, councils can pool no more than five S106 contributions towards the same project. The new 'pooling' restrictions were introduced from 6 April 2015 and relate to new S106 agreements. This means that all contributions now agreed by the city council must be for specific projects at particular locations, as opposed to generic infrastructure types within the city of Cambridge.
- 8.56 Only transport related obligations arise from the submission of the planning application, including the following;
- Financial contribution of £140,000 towards the cost of the construction of safe pedestrian and cycle path links between the site and Cambridge North station.
  - Travel Plan performance and evaluation fee of \$4,000
  - Contribution of £3,500 towards cost of reconfiguring the signal junction stage and phase timings at the junctions modelled on Milton Road.
- 8.57 The applicant has agreed to making a financial contributions towards; the cost of the construction of safe pedestrian and cycle path links between the site and Cambridge North station, the Travel Plan performance and evaluation fee, and the cost of reconfiguring the signal junction stage and phase timings at the junctions modelled on Milton Road.
- 8.58 Subject to the completion of a S106 planning obligation to accord with the sought County Council Transport mitigation measures detailed above in paragraph 8.55, I am satisfied that the proposal would accord with Cambridge Local Plan (2006) policies 8/2 and 10/1 of the Cambridge Local Plan (2006) and the Planning Obligation Strategy 2010.

## 9.0 CONCLUSION

- 9.1 The emerging development plan for Northern Fringe East, which includes the application site, seeks the wider regeneration of this part of the City with the creation of a revitalised, employment focused area centred on a new transport interchange. The quantum of development, site capacity, viability, time scales and phasing of development will be established through the preparation of an Action Area Plan (AAP) for the site. Work on the AAP for the Northern Fringe East has not, however, yet progressed to a point where substantive weight can be given to it. Weight, however, can be given to Policy 9/6 of the approved Local Plan against which the proposed land use is permissible. Another important material consideration to be taken into consideration in the determination of this application is the long established use of the site for commercial operations (B1 Use Class) with ancillary storage use (B8 Use Class). The proposed B1 development on the site is therefore considered in principle to be acceptable.
- 9.2 Notwithstanding that the highway network in the vicinity of the Cambridge Science Park is at capacity the County Highway Authority is content that the proposed scheme will support improvements in the sustainable transport networks in the area to help mitigate the impact of the development.
- 9.3 The applicant has engaged officers through the pre-application process and has made a number of design changes in response to comments / advice received. The proposed development will now make a positive contribution to the character and appearance of the area and is therefore supported in design terms. The approach being taken to sustainable design and construction and reducing carbon emissions is also supported.
- 9.4 In terms of contaminated land, odour, air quality, demolition/ construction and plant noise, officers are content that with the proposed conditions appropriate safeguards are in place to protect the amenities of the area and the future occupants of the development.
- 9.5 The points made in the representations received have been carefully considered, none of the points raised offer sufficient reasoning or justification to part with the development plan in this instance.

## 10.0 RECOMMENDATION

**APPROVE**, subject to the following conditions:

### **Standard time**

- 01 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.



### **Approval of building materials**

- 02 Before starting any brick work, a sample of the facing materials to be used shall be agreed in writing with the local planning authority. Thereafter the development shall be undertaken in accordance with the agreed details unless the Local Planning Authority agrees to any variation in writing.

Reason: In the interests of visual amenity and to ensure that the quality and colour of the brickwork/stonework and jointing is acceptable. (Cambridge Local Plan 2006 policy 3/12).

### **Approval of building materials**

- 03 Full details of all non-masonry walling systems, cladding panels or other external screens including structural members, infill panels, edge, junction and coping details, colours, surface finishes/textures and relationships to glazing and roofing are to be submitted to and approved in writing by the Local Planning Authority. This may consist of large-scale drawings and/or samples. Thereafter the development shall be undertaken in accordance with the agreed details unless the Local Planning Authority agrees to any variation in writing.

Reason: In the interests of visual amenity (Cambridge Local Plan 2006, policies 3/4 and 3/12).

### **Approval of details/ finishes**

- 04 Full details of all windows and doors, as identified on the approved drawings, including materials, colours, surface finishes/textures are to be submitted to and approved in writing by the Local Planning Authority. This may consist of large-scale drawings and/or samples. Thereafter the development shall be undertaken in accordance with the agreed details unless the Local Planning Authority agrees to any variation in writing.

Reason: in the interests of visual amenity (Cambridge Local Plan 2006, policies 3/4 and 3/12).

### **Hard and soft landscaping**

- 05 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 (e.g. furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (e.g. 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. 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)

### **Boundary treatment**

- 06 No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatments to be erected. The boundary treatment shall be completed before the use hereby permitted is commenced 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)

### **Submission of Detail Surface Water Disposal Scheme**

- 07 Development shall not begin until a scheme for surface water disposal has been submitted to and approved in writing by the Local Planning Authority. Infiltration systems shall only be used where it can be demonstrated that they will not pose a risk to groundwater quality. The development shall be carried out in accordance with the approval details. No drainage systems for the 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 protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses (Cambridge Local Plan 2006 Policy 8/18 National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency's approach to groundwater protection).

### **Maintenance and management of the surface water drainage scheme**

- 08 No development shall be commenced until details of the maintenance and management of the surface water drainage scheme have been submitted to and approved in writing by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details and management and maintenance plan.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses (Cambridge Local Plan 2006 Policy 8/18 National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency's approach to groundwater protection).

### **Implementation of surface water drainage scheme**

- 09 No development shall be commenced until drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. The surface water drainage scheme shall be managed and maintained thereafter in accordance with the agreed details and management and maintenance plan for the lifetime of the development.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses (Cambridge Local Plan 2006 Policy 8/18 National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency's approach to groundwater protection).

### **Submission of Preliminary Contamination Assessment**

- 10 Prior to the commencement of the development (or phase of) or investigations required to assess the contamination of the site, the following information shall be submitted to and approved in writing by the local planning authority:
- (a) Desk study to include:
    - Detailed history of the site uses and surrounding area (including any use of radioactive materials)
    - General environmental setting.
    - Site investigation strategy based on the information identified in the desk study.
  - (b) A report setting out what works/clearance of the site (if any) is required in order to effectively carry out site investigations.

Reason: To adequately categorise the site prior to the design of an appropriate investigation strategy in the interests of environmental and public safety (Cambridge Local Plan 2006 Policy 4/13).

### **Submission of site investigation report and remediation strategy**

- 11 Prior to the commencement of the development (or phase of) with the exception of works agreed under condition 3 and in accordance with the approved investigation strategy agreed under clause (b) of condition 3, the following shall be submitted to and approved in writing by the local planning authority:
- (a) A site investigation report detailing all works that have been undertaken to determine the nature and extent of any contamination, including the results of

the soil, gas and/or water analysis and subsequent risk assessment to any receptors

(b) A proposed remediation strategy detailing the works required in order to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters. The strategy shall include a schedule of the proposed remedial works setting out a timetable for all remedial measures that will be implemented.

Reason: To ensure that any contamination of the site is identified and appropriate remediation measures agreed in the interest of environmental and public safety (Cambridge Local Plan 2006 Policy 4/13).

### **Implementation of remediation**

- 12 Prior to the first occupation of the development (or each phase of the development where phased) the remediation strategy approved under clause (b) to condition 4 shall be fully implemented on site following the agreed schedule of works.

Reason: To ensure full mitigation through the agreed remediation measures in the interests of environmental and public safety (Cambridge Local Plan 2006 Policy 4/13).

### **Completion report**

- 13 Prior to the first occupation of the development (or phase of) hereby approved the following shall be submitted to, and approved by the local planning authority.
- (a) A completion report demonstrating that the approved remediation scheme as required by condition 4 and implemented under condition 5 has been undertaken and that the land has been remediated to a standard appropriate for the end use.
- (b) Details of any post-remedial sampling and analysis (as defined in the approved material management plan) shall be included in the completion report along with all information concerning materials brought onto, used, and removed from the development. The information provided must demonstrate that the site has met the required clean-up criteria.

Thereafter, no works shall take place within the site such as to prejudice the effectiveness of the approved scheme of remediation.

Reason: To demonstrate that the site is suitable for approved use in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13

### **Material Management Plan**

- 14 Prior to importation or reuse of material for the development (or phase of) a Materials Management Plan (MMP) shall be submitted to and approved in writing by the Local Planning Authority. The MMP shall:

- a) Include details of the volumes and types of material proposed to be imported or reused on site
- b) Include details of the proposed source(s) of the imported or reused material
- c) Include details of the chemical testing for ALL material to be undertaken before placement onto the site.
- d) Include the results of the chemical testing which must show the material is suitable for use on the development
- e) Include confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development.

All works will be undertaken in accordance with the approved document.

Reason: To ensure that no unsuitable material is brought onto the site in the interest of environmental and public safety (Cambridge Local Plan 2006 policy 4/13).

### **Unexpected Contamination**

- 15 If unexpected contamination is encountered whilst undertaking the development which has not previously been identified, works shall immediately cease on site until the Local Planning Authority and the Environment Agency has been notified and/or the additional contamination has been fully assessed and remediation approved following steps (a) and (b) of condition 4 above. The approved remediation shall then be fully implemented under condition 5

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety (Cambridge Local Plan 2006 Policy 4/13).

### **Noise Insulation PLANT**

- 16 Before the development/use hereby permitted is occupied, a scheme for the insulation of the plant in order to minimise the level of noise emanating from the said 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)

### **Construction Hours**

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

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

### **Collection or deliveries during Construction**

- 18 There should be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

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

### **Piling**

- 19 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 from 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&2:2009 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: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2006 policy 4/13)

### **Dust**

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

### **Mechanical Ventilation and Odour Control**

- 21 Prior to the commencement of development, details of the mechanical ventilation and odour filtration system for the purpose of extraction and filtration of odours associated with the wastewater treatment works, shall be submitted to and approved in writing by the local planning authority. The details shall include location of air intake and outlet points, specifications and drawings (including location plans) for the odour control technology to be installed, and an Odour Management Plan for the building, which should

incorporate full details of the maintenance and repair requirements for the odour control system. The approved extraction/filtration and odour control scheme shall be installed before the use hereby permitted is commenced and shall thereafter be retained as such.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2006/13 & 4/14).

### **Combustion Appliance / Plant details**

- 22 Details of any combustion appliance / plant shall be submitted to and approved in writing by the local planning authority prior to installation. These details shall include the selected plant (including size / rating, abatement equipment, technologies, location/ height of exhaust stack / flue and discharge velocity, NO<sub>x</sub> emissions standards, as appropriate), their emissions and maintenance schedule. The details shall demonstrate compliance with the agreed emissions limits and stack heights.

Reason: To protect human health (Cambridge Local Plan 2006 policies 4/13 & 4/14)

### **Submission of Furnace/ Boiler/Industrial Plant**

- 23 Prior to the first occupation of the development hereby permitted, details of the [furnace/ fixed boiler/ industrial plant] to be installed in any building shall be submitted to, and approved in writing by the Local Planning Authority. Any gas-fired CHP shall meet an emissions standard of:

- Spark ignition engine: less than 150 mg NO<sub>x</sub>/Nm<sup>3</sup>
- Compression ignition engine: less than 400 mg NO<sub>x</sub>/Nm<sup>3</sup>
- Gas turbine: less than 50 mg NO<sub>x</sub>/Nm<sup>3</sup>

Reason: To protect human health (Cambridge Local Plan 2006 policies 4/13 & 4/14)

### **Implementation of Furnace/Boiler/ Plant**

- 24 The [furnace/fixed boiler/industrial plant] approved under condition 23 shall be installed in accordance with the approved details before the first occupation of the development and shall thereafter be retained as such.

Reason: To protect human health (Cambridge Local Plan 2006 policies 4/13 & 4/14)

### **Submission of Energy Statement**

- 25 Prior to the commencement of development, with the exception of the demolition of the existing buildings on the site, a renewable energy statement, which demonstrates that at least 10% of the development's total predicted

energy requirements will be from on-site renewable energy sources, shall be submitted to and approved in writing by the local planning authority. The statement shall include the following details:

- The total predicted energy requirements of the development, set out in Kg/CO<sub>2</sub>/annum.
- A schedule of proposed on-site renewable energy technologies, their respective carbon reduction contributions, location, design and a maintenance programme.

The proposed renewable energy technologies shall be fully installed and operational prior to the occupation of any approved buildings and shall thereafter be maintained in accordance with a maintenance programme, which shall be submitted to and agreed in writing by the local planning authority.

No review of this requirement on the basis of grid capacity issues can take place unless written evidence from the District Network Operator confirming the detail of grid capacity and its implications has been submitted to, and accepted in writing by, the local planning authority. Any subsequent amendment to the level of renewable/low carbon technologies provided on the site shall be in accordance with a revised scheme submitted to and approved in writing by, the local planning authority.

Reason: In the interests of reducing carbon dioxide emissions and to ensure that the development does not give rise to unacceptable pollution. (Cambridge Local Plan 2006 policy 8/16).

### **Implementation of Energy Statement**

- 26 The approved renewable energy technologies shall be fully installed and operational prior to the first occupation of the development and shall thereafter be retained and remain fully operational in accordance with a maintenance programme, which shall be submitted to and agreed in writing by the local planning authority.

No review of this requirement on the basis of grid capacity issues can take place unless written evidence from the District Network Operator confirming the detail of grid capacity and its implications has been submitted to, and accepted in writing by, the local planning authority. Any subsequent amendment to the level of renewable/low carbon technologies provided on the site shall be in accordance with a revised scheme submitted to and approved in writing by, the local planning authority.

Reason: In the interests of reducing carbon dioxide emissions and to ensure that the development does not give rise to unacceptable pollution. (Cambridge Local Plan 2006 policy 8/16).



## **Travel Plan**

- 27 No occupation of the building shall commence until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall specify the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking. The Travel Plan shall be implemented as approved upon the occupation of the development and monitored in accordance with details to be agreed in writing by the Local Planning Authority.

Reason: In the interests of encouraging sustainable travel to and from the site (Cambridge Local Plan 2006, policies 8/2, 8/3 and 8/4).

## **Car Parking Management Plan**

- 28 The development hereby permitted shall not be occupied until a Car Parking Management Plan - which sets out the allocation of parking spaces and details for the future control & monitoring of parking within the car park - shall be submitted to and approved by the local planning authority. Car parking spaces allocated to staff at the 'William James House' development and the development hereby approved shall be clearly marked on the ground. The development shall be carried out thereafter in accordance with the approved details Car Parking Management Plan.

Reason: To ensure that parking management of the site is consistent with the proposed parking strategy for the application site and the remaining Coulson site. (Cambridge Local Plan policies 3/1, 3/7, 8/2 and 8/11).

## **Cycle store detailed design**

- 29 No development shall commence until such time as the detailed design of the proposed cycle store have been submitted to and approved in writing by the local planning authority. Thereafter 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 and 3/12).

## **Approved plans**

- 30 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.

## **INFORMATIVES**

### **INFORMATIVE: Site Investigation Informative**

- 01 The site investigation, including relevant soil, soil gas, surface and groundwater sampling should be carried out by a suitably qualified and accredited consultant/contractor in accordance with a quality assured sampling, analysis methodology and relevant guidance. The Council has produced a guidance document to provide information to developers on how to deal with contaminated land. The document, 'Contaminated Land in Cambridge- Developers Guide' can be downloaded from the City Council website on <https://www.cambridge.gov.uk/land-pollution>. Hard copies can also be provided upon request

### **INFORMATIVE: Remediation Works Informative**

- 02 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.

### **INFORMATIVE: Materials Chemical Testing Informative**

- 03 Any material imported into the site shall be tested for a full suite of contaminants including metals and petroleum hydrocarbons prior to importation. Material imported for landscaping should be tested at a frequency of 1 sample every 20m<sup>3</sup> or one per lorry load, whichever is greater. Material imported for other purposes can be tested at a lower frequency (justification and prior approval for the adopted rate is required by the Local Authority). If the material originates from a clean source the developer should contact the Environmental Quality Growth Team for further advice.

### **INFORMATIVE: Demolition/Construction noise/vibration report**

- 04 The noise and vibration report should include:
- a) An assessment of the significance of the noise impact due to the demolition/construction works and suitable methods for this are to be found in BS 5228:2009 Part 1 Annex E - Significance of noise effects. It is recommended that the ABC method detailed in E.3.2 be used unless works are likely to continue longer than a month then the 2-5 dB (A) change method should be used.
  - b) An assessment of the significance of the vibration impact due to the demolition/construction works and suitable methods for this are to be found in BS 5228:2009 Part 2 Annex B - Significance of vibration effects.

### **INFORMATIVE: Dem/Con noise/vibration informative**

- 05 If piling is to be undertaken then full details of the proposed method to be used is required and this should be included in the noise and vibration reports detailed above. Following the production of the above reports a monitoring protocol should be proposed for agreement with the Local Planning Authority.

It will be expected that as a minimum spot checks to be undertaken on a regular basis at site boundaries nearest noise sensitive premises and longer term monitoring to be undertaken when:-

-Agreed target levels are likely to exceeded

-Upon the receipt of substantiated complaints

-At the request of the Local Planning Authority / Environmental Health following any justified complaints.

Guidance on noise monitoring is given in BS 5228:2009 Part 1 Section 8.4 - Noise Control Targets and in Annex G - noise monitoring.

A procedure for seeking approval from the Local Planning Authority (LPA) in circumstances when demolition/construction works need to be carried out at time outside the permitted hours. This should incorporate a minimum notice period of 10 working days to the Local Planning Authority and 5 working days to neighbours to allow the Local Planning Authority to consider the application as necessary. For emergencies the Local Planning Authority should be notified but where this is not possible the Council's Out of Hours Noise service should be notified on 0300 303 3839.

Contact details for monitoring personnel, site manager including out of hours emergency telephone number should be provided.

#### **INFORMATIVE: Plant sound insulation informative**

- 06 To satisfy the plant sound insulation condition, the rating level (in accordance with BS4142:2014) from all plant, equipment and vents etc. (collectively) associated with this application should be less than or equal to the existing background level (L90) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

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

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

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

Such a survey / report should include: a large scale plan of the site in relation to neighbouring premises; sound sources and measurement / prediction points marked on plan; a list of sound sources; details of proposed sound

sources / type of plant such as: number, location, sound power levels, sound frequency spectrums, sound directionality of plant, sound levels from duct intake or discharge points; details of sound mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full sound calculation procedures; sound levels at a representative sample of noise sensitive locations and hours of operation.

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

**INFORMATIVE: Odour informative**

- 07 To satisfy the odour monitoring condition, the Council expects that the methodology for the odour monitoring and modelling is approved by the Local Planning Authority prior to being carried out. Assessments should be made in accordance with the H4: Odour management guidance (EA, 2001) and the "Guidance on the Assessment of Odour for Planning (Institute of Air Quality Management (IAQM), 2014).

**INFORMATIVE: Dust condition informative**

- 08 To satisfy the condition requiring the submission of a program of measures to control airborne dust above, 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>
  - Guidance on the assessment of dust from demolition and construction [http://iaqm.co.uk/wp-content/uploads/guidance/iaqm\\_guidance\\_report\\_draft1.4.pdf](http://iaqm.co.uk/wp-content/uploads/guidance/iaqm_guidance_report_draft1.4.pdf)
  - Air Quality Monitoring in the Vicinity of Demolition and Construction Sites 2012 [http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring\\_construction\\_sites\\_2012.pdf](http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring_construction_sites_2012.pdf)
  - Control of dust and emissions during construction and demolition - supplementary planning guidance [https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20PG%208%20July%202014\\_0.pdf](https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20PG%208%20July%202014_0.pdf)

**INFORMATIVE: Surface Water Drainage**

- 09 All surface water from roofs shall be piped direct to an approved surface water system using sealed downpipes. Open gullies should not be used. Surface Water Drainage and Infiltration Sustainable Drainage Systems (SuDS). The proposals will need to comply with our Groundwater protection position statements G1 and G9 to G13. Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer.

**INFORMATIVE: Foul Water Drainage**

- 10 An acceptable method of foul drainage disposal would be connection to the public foul sewer. Anglian Water Services Ltd. should be consulted by the

Local Planning Authority and be requested to demonstrate that the sewerage and sewage disposal systems serving the development have sufficient capacity to accommodate the additional flows, generated as a result of the development, without causing pollution or flooding. If there is not capacity in either of the sewers, the Agency must be reconsulted with alternative methods of disposal. The applicant must ensure that there is no discharge of effluent from the site to any watercourse or surface water drain or sewer.

#### **INFORMATIVE: Pollution Prevention**

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.

Notwithstanding the provision of the Town and Country Planning General Permitted Development Order 1995 (or any order revoking or re-enacting that Order), any oil storage tank shall be sited on an impervious base and surrounded by oil tight bunded walls with a capacity of 110% of the storage tank, to enclose all filling, drawing and overflow pipes. The installation must comply with Control of Pollution Regulations 2001 and Control of Pollution (Oil Storage) Regulations 2001. Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.

#### **INFORMATIVE: Low NOx Boilers**

Cambridge City Council requires the use of low NOx boilers i.e. appliances that meet a dry NOx emission rating of 40mg/kWh, to minimise emissions from the development that may impact on air quality.



## Appendix A – Site Location Plan



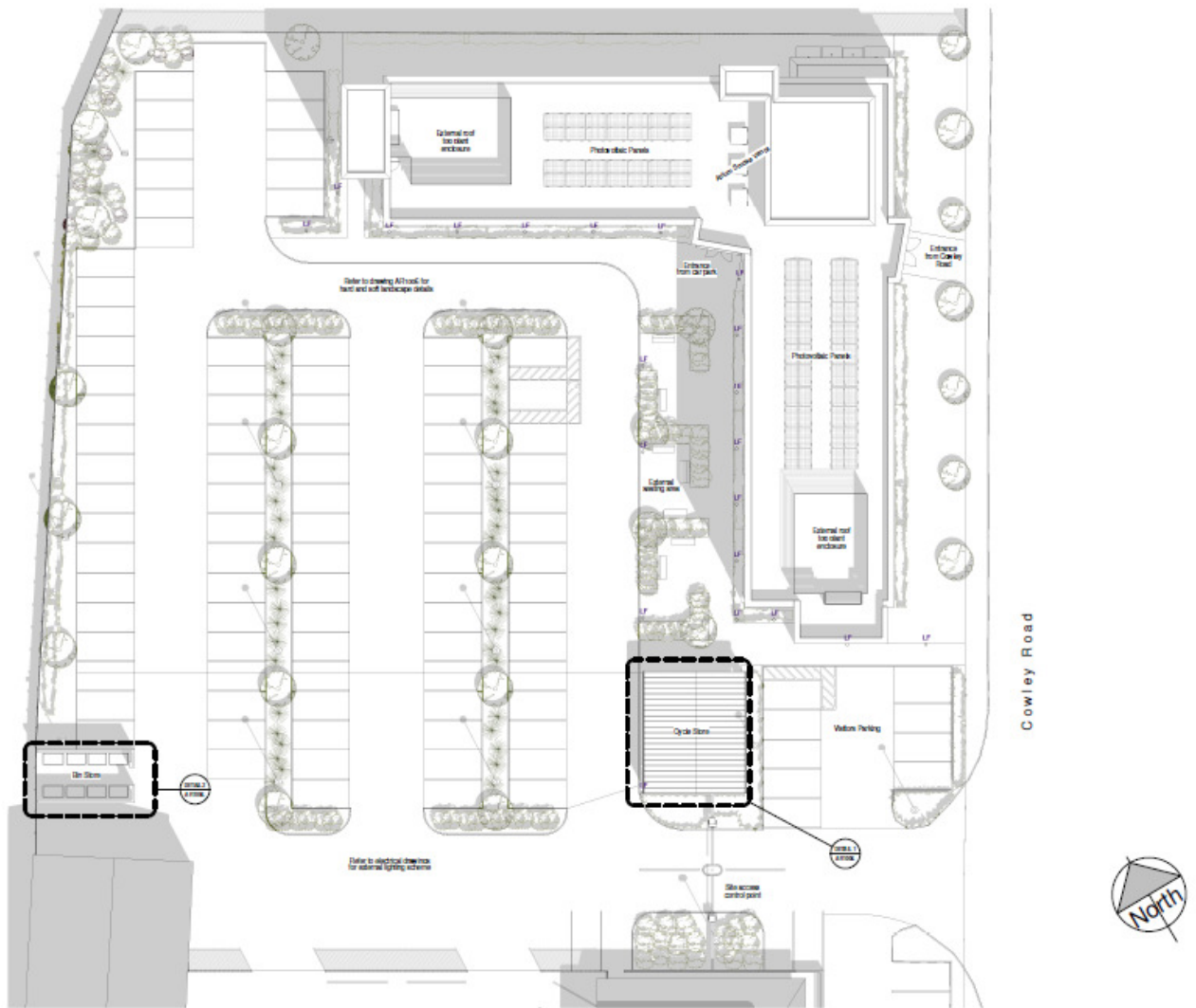
# Appendix B – Site Plan

Coulson Building Group- Proposed Office Development Cambridge





# Appendix C – Proposed site layout plan



Proposed GA Site Plan Scale 1 : 200

## Appendix D – Elevations



Proposed East Elevation (Cowley Road) Scale 1 : 100

### Cowley Road East Elevation



Proposed South Elevation Scale 1 : 100

### South Elevation