



Cambridge City Council

**Joint Development Control Committee -  
Cambridge Fringes**

**Date:** Wednesday, 15 November 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**

**Member Development Programme**

9.30 to 10.30 AM - **Committee Room One**

Cambridge Northern Fringe East –update –Stephen Kelly , Joint Director of Planning and Economic Development for Cambridge City Council and South Cambridgeshire District Council

- 1 Apologies
- 2 Declarations of Interest
- 3 Minutes  
To follow

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

- 4 16/2212/FUL - Cambridge Airport, Newmarket Road (Pages 3 - 80)

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

- 5 S/2372/FL - Land adjacent to Cambridge North Station, Milton Avenue (Hotel) (Pages 81 - 134)

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

- 6 S/2403/FL - Land adjacent to Cambridge North Station, Milton Avenue (Office) (Pages 135 - 190)

**Joint Development Control Committee - Cambridge Fringes Members:**  
Bard (Chair), Blencowe (Vice-Chair), Baigent, Bird, Holt, Price, Tunnacliffe, Bradnam, Harford, Hudson, Richards, Cuffley, de Lacey, Nightingale, Turner and Van de Weyer

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# Agenda Item 4

## JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Joint Director of Planning and Economic Development

Date: 15<sup>th</sup> November 2017

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<b>Application Number</b>	16/2212/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	5 January 2017	<b>Officer</b>	Philippa Kelly
<b>Target Date</b>	30 November 2017 (Extension of Time)		
<b>Parishes/Wards</b>	Abbey		
<b>Site</b>	Cambridge Airport, Newmarket Road, Cambridge		
<b>Proposal</b>	Aircraft Engine Ground Running Enclosure and supporting infrastructure works, including a new taxiway link and other associated works.		
<b>Applicant</b>	Mr Richard Oakley, Marshall Group Properties, Ltd.		
<b>Recommendation</b>	Approve with conditions.		
<b>Application Type</b>	Full	<b>Departure:</b>	No

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<b>Application Number</b>	S/3591/16/FL	<b>Agenda Item</b>	
<b>Date Received</b>	5 January 2017	<b>Officer</b>	Ed Durrant
<b>Target Date</b>	30 November 2017 (Extension of Time)		
<b>Parishes/Wards</b>	Teversham		
<b>Site</b>	Cambridge Airport, Newmarket Road, Cambridge.		
<b>Proposal</b>	Aircraft engine ground running enclosure and supporting infrastructure.		
<b>Applicant</b>	Marshall Group Properties Ltd.		
<b>Recommendation</b>	Approve with conditions.		
<b>Application Type</b>	Full	<b>Departure:</b>	No

The above applications have been reported to the Planning Committee for determination by Members in accordance with the Scheme of Delegation for the Joint Development Control Committee for the Cambridge Fringes.

<p><b>SUMMARY</b></p>	<p>The development proposals have been evaluated against the objectives of the NPPF and the presumption in favour of sustainable development.</p> <p>The proposals are considered to represent sustainable development and are in accordance with Development Plan policies for the following reasons:</p> <ul style="list-style-type: none"> <li>□ The development will bring direct economic benefits, in terms of supporting employment and economic activity at Cambridge Airport.</li> <li>□ The proposals will enable the Wing Development to proceed, providing a range of indirect social, economic and environmental benefits - including enabling a level of market and affordable housing.</li> <li>□ The environmental impacts of the proposals have been considered fully. Issues of amenity, including odour, noise and air quality impacts are considered to be acceptable.</li> </ul>
<p><b>RECOMMENDATION</b></p>	<p><b>APPROVAL</b></p>

## 1.0 BACKGROUND

1.1 The maintenance, repair and overhaul of aircraft form a core part of the operations currently carried out at Cambridge Airport. Aircraft engine testing is an integral part of this process. Engine ground running (EGR) is the running of aircraft engines on the ground to test engine performance and aircraft systems.

1.2 At present, the majority of EGR at Cambridge Airport is undertaken at an existing Engine Run Up Bay (ERUB) which is located on the northern edge of the Airport, immediately to the south of Newmarket Road, within the South Cambridgeshire authority area. The ERUB is the location where the majority of the high power engine ground runs take place, which produce the highest levels of noise from engine testing.

- 1.3 Cambridge Airport has a long standing established use which dates back many years. Current EGR activities are not therefore the subject of a specific planning consent. There are currently no formal limits or restrictions on the number or hours when engine testing can be carried out. Whilst the Airport does operate a number of voluntary procedures, there is no mechanism to enforce these procedures under the planning regime.
- 1.4 In April 2016, the Joint Development Control Committee (Cambridge Fringe Sites) resolved to approve planning permission for a new mixed use development (including 1,300 dwellings, a new primary school, community space, open spaces and shops), on land to the north of Newmarket Road (reference S/682/13/OL). This development is known as 'Wing'. Outline permissions were subsequently issued and the Section 106 agreement completed in November 2016.
- 1.5 The existing ERUB on Newmarket Road is situated approximately 125m from the proposed local centre of Wing. In order to avoid unacceptable noise levels, the Wing planning permission included a requirement in the Section 106 agreement, that all aircraft engine testing at the existing ERUB should stop, prior to the occupation of any residential development.
- 1.6 In order to maintain the existing level of aircraft testing activities at Cambridge Airport, a new Ground Run Enclosure for the testing of aircraft is necessary.

#### Consideration of Alternative Sites

- 1.7 The selection of the application site has followed an option evaluation process undertaken by the Applicant. During this process, the feasibility of alternative sites for the GRE were identified and evaluated against a number of key criteria.
- 1.8 The main constraints and criteria considered by the Applicant in the site selection and feasibility process were:

□ Operational Requirements

The site needs to be capable of accommodating a Ground Run Enclosure of a size that can enclose a 'Code E' aircraft. This is the largest type of aircraft currently maintained at the airport, and includes the Boeing 777 and 747, and the Hercules C-130 military transporter aircraft.

The GRE needs also to be located where it will not materially impact on or cause disruption to the efficiency of other airport operations.

□ Aerodrome safety and safeguarding requirements

The site needs to comply with existing aerodrome safeguarding criteria, which limit where development can safely be located within the Airport, and the height of development.

□ Noise Impacts

Noise generated during engine testing at the site needs to be compatible (in terms of impact on amenity) with existing development in the vicinity of the site.

□ Environmental Constraints

Consideration needs to be given to other environmental impacts, including potential impacts on the designated green belt, and landscape and visual impacts.

□ Costs and Programme

The potential costs of constructing the development are a further consideration. In those cases where the choice of site would require enabling works (such as the relocation of existing facilities), the implications and timeframes of this on the development need also be factored into the assessment.

- 1.9 The local planning authorities are satisfied that the assessment of alternative sites is compatible with the requirements of the Environmental Impact Assessment process, which requires alternatives to be explored.

## 2.0 GLOSSARY OF TERMS USED IN REPORT

AQM – Air Quality Management

AQMA – Air Quality Management Area

CEAAP – Cambridge East Area Action Plan

CEMP – Construction Environmental Management Plan

‘Development Plan’ - the statutory development plans for both Cambridge City Council and South Cambridgeshire District Council.

EIA - Environmental Impact Assessment

EGR – Engine Ground Runs

EHO – Environmental Health Officer

ERUB - Engine Run Up Bay

ES - Environmental Statement

GRE - Ground Run Enclosure

LOAEL - Lowest Observed Adverse Effect Level

MADG - Marshall Aerospace and Defence Group

NOEL - No Observed Effect Level

NPPF - National Planning Policy Framework

NPSE - Noise Policy Statement for England

OMP – Odour Management Plan

PPPG - Planning Policy Practice Guidance

PPG - Planning Policy Guidance

PPS - Planning Policy Statement

SOAEL - Significant Observed Adverse Effect Level

### **3.0 SITE DESCRIPTION/AREA CONTEXT**

- 3.1 Cambridge Airport was first established as an aerodrome in the 1930s. The Airport operates a mixture of traffic, including general aviation, business aviation and the East Anglian Air Ambulance, as well as occasional commercial, and charter passenger flights. It is also home to a number of flying clubs and flying schools.
- 3.2 The airport also undertakes aircraft maintenance, repair and overhaul operations, as part of MADG. The supporting documentation which accompanies the planning application estimates that this operation currently sustains around 1600 jobs directly at the airport, and a further 7000 jobs indirectly. The Applicant has confirmed that there has been no material change in air traffic at the Airport since the application was submitted. On the northern side of the airport are buildings that are associated with the aerospace operations. These include hangar buildings and administrative offices, including the control and office building which fronts Newmarket Road, and is Grade II listed.
- 3.3 The application site is situated on the northern side of the Airport, to the south of Barnwell Drive. It is approximately square in shape and measures just over 4.5 hectares in size. The majority falls within the administrative boundaries of Cambridge City Council. A small amount (approximately 0.5 hectares) of the eastern part of the site falls within South Cambridgeshire District Council.
- 3.4 To the north and north-west are large hangar buildings known as Hangar 17 and Hangar 21. To the immediate east is Taxiway Delta which connects the Hangar 17 apron with the main airport runway to the south.
- 3.5 The site is undeveloped open grassland, part of which is covered by a grassed soil mound up to 7m high. It is understood that this was created from the deposit of materials excavated as part of the construction of Hangar 17, and runway resurfacing works.
- 3.6 A shallow drainage ditch surrounds three sides of the application site, and a drainage attenuation pond lies to the south. Part of the southern side of the site falls within the Cambridge Green Belt.
- 3.7 Public access to the application site is limited in the vicinity of the site due to the Airport restrictions. The nearest Public Right of Way lies adjacent the north-west of the Airport, associated with Barnwell Drive at the Airport's access gate to the north.
- 3.8 The application site lies within the City Council's Abbey Ward. Immediately adjacent the Airport boundary to the north are industrial and commercial trading estates. Beyond are residential communities, including Abbey Meadows to the north and north-west. Residential communities within the Romsey and Cherry Hinton wards are located further to the south-west and south. The South Cambridgeshire District

Council application site falls within the parish of Teversham, with the village of Teversham situated approximately 3 km to the east.

#### **4.0 THE PROPOSAL**

- 4.1 The application proposals seek full planning permission for the erection of an aircraft engine Ground Running Enclosure (GRE) and associated development, including a new section of taxiway linking the GRE to the existing Taxiway Delta.
- 4.2 Planning applications were submitted to both Cambridge City Council and South Cambridgeshire District Council on 05 January 2017. Amendments were received in March 2017, May 2017 and July 2017. As the greater part of the application site falls within the City Council, the City Council has led this project, working closely with District Council officers throughout the process.
- 4.3 An EIA has been submitted in support of the planning applications, to satisfy the requirements of the Town and Country Planning (EIA) Regulations 2017. This is because of the characteristics, location and potential impacts of the proposed development. The EIA process ensures that any potentially significant effects of the development are considered and, where appropriate, mitigated.
- 4.4 Although two separate planning applications have been submitted, this is to reflect the cross-authority boundary nature of the proposed development, and is for administrative purposes only. This report relates to both planning applications, although two separate planning decisions will need to be issued.

#### Physical Structure

- 4.5 The GRE is a four sided open topped steel enclosure, which will be constructed on a new area of concrete pavement (apron). The building will have internal measurements of approximately 74m wide and 92 metres long. It will be 20m high above finished floor level.
- 4.6 The doors and walls of the GRE will be lined with acoustic panels, and incorporate acoustically treated 'louvre' vents. The rear wall also incorporates a single horizontal acoustic vent to allow airflow into the GRE from the rear.
- 4.7 One of the sides of the GRE comprises hinged doors for aircraft access and egress. It is proposed that an operations control room/viewing gallery and aircraft rescue/firefighting access doors will be built into the sides.
- 4.8 The rear wall of the GRE includes a jet blast deflector to redirect jet blast upwards and out of the top of the facility. Air vents are built into the walls and doors to draw air into the structure.



- 4.9 The GRE has been designed to take account of the prevailing wind direction at the Airport (which is from the south west). The GRE will be orientated broadly on a south-west to north-east centre line alignment. Aircraft will be towed towards the GRE by tug, and reversed into the enclosure so that they face into the wind during engine testing.
- 4.10 It is proposed that the GRE will be lit by interior floodlights and exterior safety lighting. The taxi-way would not be lit, but would contain reflective markers at the aircraft pavement edges.
- 4.11 As part of the development, other works are planned, including the construction of the pavement base and installation of foundations to support the GRE; access route for fire tender; and drainage work. A new surface water drainage system will connect into the Airport's existing surface water drainage network. This includes recently constructed attenuation and treatment ponds which control the rate and quality of run off to the receiving water courses.
- 4.12 In terms of access arrangements, no alterations to public roads outside the perimeter of the airport are proposed, as the GRE is airside. Only aircraft and other authorised vehicles operating at the airport will be allowed to enter the facility.

#### Proposed Operation of Testing Facility

- 4.13 The proposed GRE will enable aircraft to be run whilst engineers assess the performance of the engines. A range of settings may be applied, ranging from pressurisation tests, through to low power, ground idle and full power runs. Noise generated under full power runs is the loudest.
- 4.14 The supporting documentation which accompanies the application advises that a typical ground run has a total duration of four hours per individual aircraft test (of which approximately ½ an hour would consist of high powered running, and 3 ½ hours would be lower power running).
- 4.15 The GRE has been designed to enable engine testing on the largest aircraft currently maintained at the airport ('Code E' aircraft). These include the Boeing 747-800, Boeing 777-300ER and the C-130J Hercules military transporter aircraft.
- 4.16 The length and width of the existing runway prevents any larger aircraft (such as the Airbus A380 double decker) from coming into Cambridge Airport. The size of existing hangars also restricts their use for the maintenance of larger aircraft types.
- 4.17 The application documentation states that there will be no variation in the amount or type of aircraft engine testing currently undertaken at the Airport. It is understood that the level of aircraft maintenance that can be carried out is a function of (and constrained by), the hangar space available to accommodate aircraft undergoing maintenance. The

Applicant has confirmed that there are no plans to increase hangar capacity.

- 4.18 The primary purpose of the engine testing facility is to attenuate noise from the aircraft being tested. The facility provides no competitive advance for the Airport over other facilities where engine testing takes place. Essentially, the new GRE will allow the Airport to maintain the existing level of service that it presently delivers.

Operational Restrictions and Controls

- 4.19 The supporting documentation which accompanies the planning application provides a summary of the Applicant's proposed operational restrictions and controls in respect of aircraft engine testing.

**Table 1:** Summary of the Applicant's proposed operational restrictions and controls:

1	<b>Cessation of all Engine Testing at the existing ERUB.</b>
2	<b>All engine testing to take place within the GRE, except in defined exceptional circumstances, or when wind conditions prevent use of the GRE.</b>
3	<b>No engine testing to take place at night (outside the hours of 08 00 to 22 00), except in defined exceptional circumstances.</b>
4	<b>No engine testing to take place on Sundays and Bank Holidays, except in defined exceptional circumstances.</b>
5	<b>Annual limit of 500 hours total engine testing time.</b>
6	<b>Maintenance of an Engine Testing Log.</b>

- 4.20 Council officers have considered the Applicant's proposed operational restrictions and controls, in addition to the conditions recommended by technical consultees during the course of the consultation process. Extensive discussions have taken place with the Applicant regarding these matters. The discussions have resulted in a comprehensive draft set of planning conditions being compiled. These have been agreed in principle by the Applicant.

- 4.21 A detailed review of the operational conditions and controls proposed by the Applicant can be found in the noise section of this committee report. A full list of agreed draft planning conditions can be found in Section 10.

## Application Documentation

4.22 This Full Planning Application is accompanied by the following documents:

- o Planning Statement.
- o Design and Access and Sustainability Statement.
- o Statement of Community Involvement.
- o Environmental Statement.
- o Transport Statement.
- o Site Environmental Risk Assessment.
- o Flood Risk Assessment.
- o Draft Construction Methodology and Construction Environmental Management Plan.

4.23 The proposals have been discussed with Council officers as part of detailed pre-application work. A developer presentation was made to the JDCC at pre-application stage, on 20 July 2016. In September 2017, a post submission JDCC Member Briefing was held in respect of noise, in the specific context of this planning application. Updates have also been provided at Cambridge East Community Forum meetings over the past 12 months.

## Amendments and Additional Information

4.24 Following the statutory consultation period and initial officer assessment of the application, additional information was received, along with clarification on a number of other issues and some revised information.

4.25 These revisions consist of the following:

- Flood Risk - updated Flood Risk Assessment Report received 10 March 2017.
- Response to Drainage Queries dated 03 May 2017.
- Ground contamination – Ground investigation reports received 19 May 2017.
- Updated ES (containing updated chapters and appendices relating to air quality, land quality, noise and summary of predicted effects) and updated ES Appendices, ES Non-Technical Summary, Planning Statement, Design and Access Statement and Sustainability Statement and additional planning proposals drawing – all submitted July 2017

4.26 Further limited re-consultation was undertaken with regard to the amendments received in March 2017 and May 2017. A full re-

consultation exercise was undertaken in respect of the revised ES and associated documentation, which was received in July 2017.

## 5.0 SITE HISTORY

Reference	Reference	Outcome
16/5266/PREEIA and S/2212/16/E2	Request for a Scoping Opinion, Proposed Ground Run Enclosure, Cambridge Airport	Joint Scoping Opinion Issued 05 October 2016

5.1 The scoping Opinion was submitted in accordance with the Town and Country Planning (EIA) (England) Regulations 2011 (as amended). It was informed through consultation with statutory and other consultees. The Joint Scoping Opinion described the matters that needed to be addressed in the EIA.

## 6.0 PUBLICITY

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

6.2 Over 1500 neighbour notification letters were sent out by the local authorities. This included widespread notification of properties within the City Council's Abbey ward, within which the majority of the application site falls, and the village of Teversham.. Properties in the City Council's Romsey Ward, including Uphall Road and Nuttings Road which are situated close to the application site, were also notified.

6.3 In addition to standard consultation letters, statutory press notices and the display of site notices, a series of public exhibitions were convened by the Applicant, prior to the submission of the applications.

6.4 Four public exhibitions were held locally over a four week consultation period during September 2016. At one of these events, an auralisation exhibition provided an opportunity for members of the public to use headphones to listen to audio representations of different noise levels, to better understand how noise levels would change in a number of selected locations as a result of the development. The exhibitions were supported by on-line consultation and telephone enquiry line.

## 7.0 POLICY

### EIA Directives and Regulations

7.1 An EIA is required by the 2011 EIA Regulations (as amended). The ES must identify and report the likely significant effects of the project on the environment, which should cover the direct effects and any indirect, secondary, cumulative, short-term, medium-term and long term, permanent and temporary, positive and negative effects of the project. It

must also report the mitigation measures that are proposed to avoid, reduce or remedy the likely significant effects. In cases where mitigation measures are not proposed or entirely ineffective, the EIA will identify any residual impacts and determine their significance.

### **Relevant Central Government Guidance**

#### NPPF (2012)

- 7.2 The NPPF sets out the Government’s economic, environmental and social planning policies for England. These policies articulate the Government’s vision of sustainable development, which should be interpreted and applied locally to meet local aspirations. The document was published on 27 March 2012 and is a material consideration for planning applications. It replaces PPGs and PPSs, and other guidance. The document encourages positive, balanced decisions, emphasizes the primacy of the development plan and local decision making.

#### **Development Plan Policies:**

- 7.3 Section 38(6) of the Planning Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990 require that applications for planning permission must be determined in accordance with the statutory Development Plan, unless material considerations indicate otherwise.

- 7.4 For the purposes of these planning applications, the ‘Development Plan’ comprises the statutory development plans for both Cambridge City Council and South Cambridgeshire District Council, comprises the following policy documents:

- Cambridge Local Plan (2006)
- South Cambridgeshire Core Strategy (2007)
- South Cambridge Development Control Policies Development Plan Document (2007)
- South Cambridgeshire Site Specific Policies Development Plan Document (2010)
- Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011)
- Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan (2012)

- 7.5 Relevant Development Plan Policies:

<b>PLAN</b>	<b>POLICY NUMBER</b>
Cambridge Local Plan	3/1 Sustainable Development
2006	3/2 Setting of the City

	<p>3/3 Safeguarding Environmental Character</p> <p>4/1 Green Belt</p> <p>4/6 Protection of sites of National Nature Conservation Importance</p> <p>4/7 Species Protection</p> <p>4/9 Scheduled Ancient Monuments/Archaeological Areas</p> <p>4/13 Pollution and Amenity</p> <p>4/14 Air Quality Management Areas</p> <p>4/15 Lighting</p> <p>8/2 Transport Impact</p> <p>8/12 Cambridge Airport</p> <p>8/18 Water, Sewerage and Drainage Infrastructure</p>
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<b>PLAN</b>	<b>POLICY NUMBER</b>
South Cambridgeshire District Council Development Plan Document	<p>ST/1 Green Belt</p> <p>D/1 Sustainable Development</p> <p>DP/2 Design of New Development</p> <p>DP/3 Development Criteria</p> <p>DP/6 Construction Methods</p> <p>GB/ Development in the Green Belt</p> <p>GB/3 Mitigating the Impact of Development Adjoining the Green Belt</p> <p>NE/1 Energy Efficiency</p> <p>NE/3 Renewable Energy Technologies in New Development</p>

	NE/4 Landscape Character Areas NE/6 Biodiversity NE/7 Sites of Biodiversity or Geological Importance NE/9 Water and Drainage Infrastructure NE/11 Flood Risk NE/14 Lighting NE/15 Noise Pollution NE/16 Emissions CH/2 Archaeological Sites TR6 Aviation Related Development Proposals
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**7.6 Relevant Supplementary Planning Documents**

Supplementary Planning Guidance	Cambridge East Area Action Plan (CEAAP) Cambridge City Council and South Cambridgeshire District (2008) Sustainable Design and Construction (May 2007) Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)
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7.7 The Cambridge East Area Action Plan (CEAAP) is of particular relevance to this application. This document, which was prepared jointly by the City and District Councils, provides for the phased development of a new urban quarter which encompasses Cambridge Airport. Whilst the CEAAP assumes the relocation of the airport, it also proposes that parts of the new quarter could be brought forward in advance of any airport relocation. The CEAAP establishes a vision and development principles for the new urban quarter. The acceptability of any such development is subject to the noise and other impacts from airport operations not being incompatible with new development.

7.8 The CEAAP includes a number of planning policies which are of relevance to the determination of this planning application. These include the following:

- Policy CE/2 – Development Principles
- Policy CE/4 – Green Belt
- Policy CE/18 – Archaeology
- Policy CE/25 – Sustainable Building Methods and Materials
- Policy CE/26 – Noise
- Policy CE/27 – Air Quality
- Policy CE/25 – Phasing North of Cherry Hinton

7.9 **Other Material Considerations**

Material Considerations	<p><u>Cambridge City Council</u></p> <p>Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (2001).</p> <p>Cambridge Landscape and Character Assessment (2003)</p> <p>Cambridge City Nature Conservation Strategy (2006)</p> <p>Criteria for the Designation of Wildlife Sites (2005)</p> <p>Cambridge City Wildlife Sites Register (2005)</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Strategic Flood Risk Assessment (2005)</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Cambridgeshire Quality Charter for Growth (2008)</p> <p>Cambridge City Council - Guidance for the application of Policy 3/13 (Tall Buildings and the Skyline) of the Cambridge Local Plan (2006) (2012)</p> <p>Air Quality in Cambridge – Developers Guide (2008)</p>
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	<p><u>South Cambridge District Council</u></p> <p>Biodiversity SPD (2009)</p> <p>Landscape in New Developments (2010)</p>
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Status of Proposed Submission – Cambridge Local Plan and South Cambridgeshire Local Plan

- 7.10 After consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. The emerging revised Cambridge 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. In the vast majority of instances, it is likely that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.
- 7.11 Policy 12 of the emerging Cambridge Local Plan (Allocation of Residential Land at Cambridge East) is also of relevance to the assessment of the development proposals.

**Noise Policy Context**

- 7.12 Engine ground running activities at Cambridge Airport have the potential to give rise to significant environmental impacts. An understanding of the relevant noise policy context is therefore considered appropriate:

**Noise Policy Statement for England (NPSE) (2012)**

- 7.13 The NPSE sets out the long term vision for the government’s noise policy, that is:

*‘To promote good health, and a good quality of life, through the effective management of noise – within the context of government policy on sustainable development’*

- 7.14 The NPSE is underpinned by three aims:
- i. To avoid significant adverse impacts on health and quality of life;
  - ii. To mitigate and minimize adverse impacts on health and quality of life; and
  - iii. To where possible, contribute to the improvement of health and quality of life.

- 7.15 The Explanatory Note to the NPSE acknowledges that noise contributing to annoyance and/or sleep disturbance in human populations can have long term consequences for health and well-being. It introduces three concepts that can be used to interpret the policy aims, these being:

**No Observed Effect Level (NOEL)** – This is the level below which no effect can be detected. In simple terms, below this level, there is no detectable effect on health and quality of life due to the noise.

**Lowest Observed Adverse Effect Level (LOAEL)** – This is the level above which adverse effects on health and quality of life can be detected.

**Significant Observed Adverse Effect Level (SOAEL)** – This is the level above which significant adverse effects on health and quality of life occur.

- 7.16 The NPSE seeks to avoid all noise occurring at or above the SOAEL level, and to minimize, as far as possible, all noise occurring between LOAEL and SOAEL.

- 7.17 The NPSE recognises that it is not possible to have a single, numerical definition of SOAEL that is applicable to all noise sources in all situations, since the SOAEL is likely to be different for different noise sources, different receptors and at different times.

#### **NPPF (2012)**

- 7.18 The NPPF deals specifically with the issue of noise in Paragraphs 109 to 123. This document requires the planning system to contribute to and enhance the natural and local environment by (amongst other things) preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of noise pollution’.

- 7.19 The planning objectives set out in the NPPF reflect, and are linked to, the policies and objectives set out in the Noise Policy Statement for England.

#### **Planning Policy Practice Guidance (PPPG) on Noise (2014)**

- 7.20 The Noise PPPG provides guidance on the interpretation and application of the NPPF and the NPSE. It gives particular advice on the interpretation of LOAELs and SOAELs, and introduces a new category of Unacceptable Adverse Effects, which should be avoided. The document advises on how planning can manage potential noise impacts in new development.

#### **Development Plan Policies**

- 7.21 Policy 4/13 of the Cambridge Local Plan, which relates to Pollution and Amenity, and Policy NE/15 of the South Cambridgeshire Local Plan (Noise Pollution) are of relevance. The thrust of these policies is that development will only be permitted which does not lead to significant

adverse effects on health, the environment and amenity from pollution – or which minimizes adverse effects through the use of appropriate mitigation measures.

## 8.0 CONSULTATIONS

### **Cambridgeshire County Council (Highways Development Management)**

#### Application as Amended

- 8.1 No comment to make upon the amended plans.

#### Application as Submitted

- 8.2 The application will not have any significant adverse impact upon the operation of the highway network.

### **Cambridgeshire County Council (Flood and Water Management)**

#### Application as Amended

- 8.3 Following further correspondence with the Applicant and submission of further details to clarify drainage proposals; the Applicant has demonstrated that surface water can be dealt with on site by using underground attenuation, ultimately draining into the wider airport drainage network. As Lead Local Flood Authority (LLFA) we have no objection in principle to the proposed development. Recommends conditions relating to the details of the surface water drainage scheme and long term maintenance arrangements.

#### Application as Submitted:

- 8.4 Objection on grounds that:

1. Applicant has not fully demonstrated that the existing system has capacity to receive the additional surface water flows and volumes. Hydraulic calculations to demonstrate the functionality of the proposed new system and its impact on the existing system are required.

2. The applicant has not used the latest climate change allowances (Published 19 February 2016) to inform the surface water drainage strategy.

### **Cambridgeshire County Council (Archaeology)**

#### Application as Amended

- 8.5 No objection to proposed development. Recommends that the site should be subject to a programme of archaeological investigation and recommend that this work should be commissioned and undertaken at

the expense of the developer. This programme of work can be secured through the inclusion of a negative condition such as the model condition 'number 55' contained in DoE Planning Circular 11/95:

**Cambridge City Council Environmental Health Officer/Acoustic Consultant**

Application as Amended

8.6 The development proposed is acceptable subject to the imposition of the following condition(s): GRE commissioning scheme; Restricting engine testing to the GRE; Annual limit on total aircraft engine testing hours; Hours for aircraft engine testing; Aircraft engine testing in the evening; Aircraft engine testing at night; Aircraft engine testing on Sundays and bank holidays; Concurrent aircraft engine testing; Maintenance of aircraft engine test log; Out of ground run enclosure aircraft testing; Environmental Management Plan; Piling; Odour Management Plan; Artificial Lighting Scheme; Contaminated Land (preliminary contamination assessment, site investigation report and remediation strategy, implementation of remediation); Completion Report; Material Management Plan; Unexpected Contamination; Noise Insulation; Noise Limit.

8.7 Detailed comments provided covering the following environmental issues:

**Noise – Construction and Operational Impacts/Effects**

8.8 The proposed development meets the three aims of Government noise policy set out in the NPPF.

Construction Noise and Vibration:

8.9 Recommends that a bespoke condition is imposed requiring the submission and approval of a Construction Environmental Management Plan (CEMP) to agree general principles, assessment methodologies and approach to secure mitigation.

Operating Hours:

8.10 Recommends the imposition of conditions restricting the operating hours of the GRE to Monday to Saturday - 0800 hours to 1900 hours with no operation on Sundays and Bank Holidays –unless defined and approved as exceptional circumstances, such as in the interest of national security or the avoidance of severe hardship to the general public.

Engine Testing Process:

8.11 Important to ensure that when certain meteorological conditions are experienced, and engine testing takes place on the airfield, potential noise, odour and air quality impacts on sensitive receptors is minimised. Recommends control by condition.

#### Residential Receptors Impacts / Effects:

- 8.12 The proposals will provide a substantial improvement in health and quality of life when considering noise impacts to residential receptors and other noise sensitive receptors such as Teversham Primary School.
- 8.13 There will be some communities that will be significantly adversely affected by noise, especially at Uphall Road and Nuttings Road. It is important that the Councils are satisfied that all reasonable and sustainable steps will be taken to control, mitigate and reduce to a minimum any adverse noise impacts.

#### Commercial Receptors Impacts / Effects:

- 8.14 The assessment shows that the proposed engine testing may impact on some of the commercial receptors close to the proposed GRE. However, when all the relevant factors are considered there is no reason to suggest that the conclusion reported in the ES- that the impact on commercial receptors is not considered to be significant (page 241) is invalid or inappropriate.

#### Commissioning Process:

- 8.15 An agreed commissioning process of the GRE for both propeller aircraft and jet aircraft will be required to ensure that the predicted noise levels are achieved by the GRE upon completion of construction and prior to operation.
- 8.16 Recommended that officers of the LPA are notified in advance of any commissioning tests to enable them to attend. The commissioning report will need to demonstrate compliance and should be submitted to the LPA for approval and agreement. Recommends a separate condition with specified noise limits (those set as the commissioning targets) is imposed to secure the proposed sound / noise commissioning levels.

#### Noise Conclusions:

- 8.17 Recommends that bespoke conditions are attached to control the number of hours of operation, the times of operation, restrict the undertaking of engine ground running testing to within the GRE only unless within defined circumstances, define the location for out of GRE testing and the commissioning process as well as ending the use of the existing ERUB once the GRE has been satisfactorily commissioned to the approval of the LPA.
- 8.18 With these recommended conditions the proposals are acceptable. It is unlikely that significant adverse noise impact will arise and any other residual adverse noise impact should be mitigated and reduced to a minimum in accordance with national planning policy. In terms of existing engine testing noise when compared with what will occur with the proposed GRE there is also likely to be an overall net improvement and

enhancement in the acoustic character of the area for the majority of the time.

### **Plant Noise Impacts / Effects**

- 8.19 There will be an observation room as part of the GRE structure in which staff will be present during the testing of the aircraft. Recommends plant noise insulation condition to ensure that noise levels for this plant do not adversely affect local amenity.

### **Contaminated Land**

- 8.20 Recommends that bespoke contaminated land conditions as listed are attached to any planning permission. Due to the potential presence of asbestos containing material recommends that the Phase 2 investigation shall be carried out prior to the commencement of any on-site works, including archaeological investigations.

### **Air Quality**

- 8.21 Recommends that planning conditions are developed to ensure that the stated operational conditions are maintained. The conditions should consider the number of days of testing, the number of days of Large Jet testing, the number of days of testing outside the GRE and the location of tests outside the GRE. Records of hours of operation, location of testing and relevant meteorological conditions should be maintained should be made available for inspection on request.

### **Odour Impacts / Effects**

- 8.22 The current information submitted in the ES with regards to odour is now considered adequate. Remain concerned by the level of uncertainty and, in view of this considers that, as the applicant is unable to provide more certainty in this area; a robust Odour Management Plan (OMP) that details mitigation and control measures in the event of adverse odour being experienced by residents, is an essential control / mitigation measure that can be secured by condition.

### **Dust Impacts / Effects**

- 8.23 Recommends condition relating to Dust Management Plan as part of the Construction Environment Management Plan.

### **Artificial Lighting – Operational**

- 8.24 Recommends condition requiring details of artificial lighting, to protect the amenity of nearby premises.

#### Application as Submitted

- 8.25 It is not possible to fully comment and reach an informed decision about the acceptability of the proposed development. Additional information is required.
- 8.26 The application documents and Environmental Statement and Appendices are technically complex and detailed in many respects. It is our view the submissions are lacking sufficient detail and assessment in relation to a number of environmental health related topics/issues, and in particular the following:
- Noise – Operational.
  - Air Quality and Odour – Operational.
  - Cumulative Effects and Inter-relationship Impact Assessments.
- 8.27 As these issues are fundamental we are currently unable to reach an informed decision on the acceptability of the proposals. In addition we are currently unable to consider the formulation of possible conditions in relation to the above topics that may need to be imposed to avoid unacceptable significant adverse impacts and or to mitigate and reduce to a minimum any potential adverse impacts/effects.

#### **Cambridge City Council Planning Policy**

##### Application Amended

- 8.28 No further comments.

##### Application as Submitted

- 8.29 Detailed comments provided. The Applicant has demonstrated the very special circumstances that clearly demonstrate that the harm to the Green Belt is outweighed by other considerations (addressed in Section 9.2 of this committee report – principle of development),

#### **Cambridge City Council Sustainability Officer**

##### Application as Amended

- 8.30 No further comments.

##### Application as Submitted

- 8.31 No objection. Comments. The bespoke nature of the GRE does not lend itself to the normal sustainable design considerations of energy efficiency, water and carbon reduction. Nevertheless, some measures are proposed, including: all lighting to be LES; Soil excavated from the site to be re-used on the airport site; construction waste generated on site will be separated from re-use and recycling; control room toilets to be fitted with water efficiency fittings; control room toilets to be fitted with

water efficiency fittings. These measures are therefore supported and the application is considered acceptable from a sustainable design and construction perspective.

### **Cambridge City Council Landscape Architect**

#### Application as Amended

- 8.32 The development proposed is acceptable subject to conditions relating to the gapping up of Coldham's Lane Hedgerow, soft landscape works/implementation and materials.

#### Application as Submitted

- 8.33 No objection. Comments. The proposals will not result in an excess of visual harm on the surrounding area. It will be visible but in keeping with the prominent visibility of the existing airport buildings. Recommends a condition which includes the gapping up of hedges surrounding the airport, with specific attention paid to gaps along Coldham's Lane. Recommends materials condition.

### **Cambridge City Council Nature Conservation Officer**

#### Application as Amended

- 8.34 No further comments.

#### Application as Submitted

- 8.35 Development is acceptable subject to conditions relating to delivery of biodiversity mitigation measures and lighting.
- 8.36 Additional comments received. Laboratory studies have shown that gleaning bats, which locate prey by the sounds they make, avoid hunting in noisy areas. The Foraging brown long eared bats identified using the adjacent reserve therefore could be at risk from the facility if operating after dusk in the peak activity season (April September).

### **Cambridge City Council Urban Design and Conservation**

#### Application as Amended

- 8.37 The amendments received for this application raise no additional material urban design issues.

#### Application as Submitted

- 8.38 The proposed aircraft GRE is a clearly large structure that will be visible from both long and medium distance views. These views have been assessed within the ES. At a proposed height of 20m the application also triggers the Cambridge Skyline Guidance, which provides clarity on



saved Policy 3/31 (Tall Buildings and the Skyline) of the Cambridge Local Plan 2016. The ES satisfies the relevant assessment criteria set out in this guidance.

- 8.39 The position proposed for the GRE is such that it is remote from significant standing Historic Assets (including the Leper Chapel) within the west of the City, and that local screening restricts potential indivisibility.
- 8.40 The advice of the County Archaeologist should be taken in respect of impact on archaeological potential
- 8.41 The application demonstrates that a detailed option process was undertaken to determine the preferred site location to minimise the visual impact of the proposal. Landscape colleagues will provide an assessment of the visual impact of the proposal in the Green Belt.
- 8.42 The landscape and visual impact assessment provides CGI's of the proposed GRE from a number of vantage points from around the site. Whilst the proposal will be visible, given that the GRE would be viewed in context of the existing adjacent hangers, the proposal is considered acceptable in urban design terms.
- 8.43 The development proposed is acceptable subject to the imposition of conditions relating to materials samples.

#### **Cambridge City Council Sustainable Drainage Officer**

##### Application as Amended

- 8.44 The development is acceptable subject to the imposition of conditions relating to surface water drainage works, including surface water management and maintenance plan for the lifetime of the development.

##### Application as Submitted:

- 8.45 It is not possible to comment on the proposed development. Request additional information relating to the following:
- Attenuation storage sizing.
  - Performance of the system for a range of summer and winter storm durations.
  - Rational for the 30 year lifespan of the development.
  - QBar discharge rate.
  - Frequency of pipe inspection and maintenance.
  - Location of existing downstream oil/petrol interceptor.

## **Cambridge City Council Growth Projects Officer (Julian Adams)**

### Application as Amended

8.46 No further comments.

### Application as Submitted

8.47 Development proposed is acceptable.

## **Cambridge City Council Developer Contributions Monitoring Unit**

### Application as Amended

8.48 No further comments.

### Application as Submitted

8.49 Does not propose to seek specific S106 financial contributions under the Planning Obligation Strategy SPD 2010.

## **Natural England**

### Application as Amended

8.50 The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.

### Application as Submitted

8.51 No objection. Unlikely to affect any statutorily protected sites or landscapes. Has not assessed the application for impacts on protected species. If proposal is on or adjacent to a local site, the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application.

## **Environment Agency**

### Application as Amended

8.52 No objection. The latest submission satisfied the recommended conditions relating to contamination, verification and SUDs. These conditions will no longer be required.

8.53 The site does not present a risk of contamination to controlled waters. As a result no further investigation or remediation with regards to the contaminative risk to controlled waters will be required.

- 8.54 The updated FRA (March 2017) and the response to CCC Drainage Queries (May 2017) has satisfied any gaps of information we had regarding the surface water drainage scheme.

Application as Submitted

- 8.55 No objection in principle to the proposed development. Recommends conditions relating to groundwater, contaminated land, SUDS and environmental management issues.

**Anglian Water**

Application as Amended

- 8.56 No further comments.

Application as Submitted

- 8.57 As the applicant is not proposing a connection to any Anglian Water assets, it is outside of the jurisdiction of Anglian Water to make comment.

**Cambridgeshire Constabulary (Architectural Liaison Officer)**

Application as Amended

- 8.58 No further comments.

Application as Submitted

- 8.59 No comments in relation to community safety crime, crime and disorder.

**Ministry of Defence**

Application as Amended

- 8.60 No further comments.

Application as Submitted

- 8.61 No safeguarding objections.

**Cambridge Airport**

Application as Amended

- 8.62 No further comments.

Application as Submitted

- 8.63 No objection.

## **National Grid**

### Application as Amended

8.64 No further comments.

### Application as Submitted

8.65 No objection.

## **Historic England**

### Application as Amended

8.66 No further comments.

### Application as Submitted

8.67 Comments. Concerns regarding application on heritage grounds. Issues and safeguards need to be addressed in relation to impact on designated heritage assets and archaeology.

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.

## **9.0 REPRESENTATIONS**

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

Teversham Church of England Primary School (support)  
Fen Ditton Parish Council (support)  
142 Teversham Drift, Cherry Hinton (object)  
101 Teversham Drift (object)  
52 The Westering (object)  
92 Jack Warren Green (object)  
2A Meadowlands Road (object)  
716 Newmarket Road (object)  
10 Stourbridge Grove (object)  
Barnwell House, Barnwell Business Park (object)  
49 Lower End, Swaffham Prior  
71 Stourbridge Grove  
75 High Street, Teversham  
135 Peverel Road

9.2 The representations can be summarised as follows:

### **Support:**

- Teversham Primary School has for many years experienced very high levels of noise during testing which has meant real disruption of lessons in some classrooms.
- Requests that all testing is carried out in the enclosure to prevent noise pollution.

### **Object:**

#### **Amenity Issues:**

- Impact on residential amenity in terms of noise, odour, air pollution.
- Concern about how much louder aircraft engine testing will be. Would not want to see it get worse than already is.
- Impact on amenity of employees at Barnwell Business Park.
- Increased noise levels will lead to excessive noise at night.
- Led to believe that Applicant would seek permission for testing to be carried out between the hours of 8 and 8.
- Engine testing should be restricted in the evening (to 6pm or 8pm).
- Unclear what the defined exceptional circumstances are.
- Annual limit of 500 hours of testing seems excessive and should be capped at 300.
- Proposed 500 hours of testing would allow Applicant to significantly increase business over existing levels.
- Proposed engine testing log should be made available for inspection on a more regular basis.

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

## **10. ASSESSMENT**

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

- Principle of Development.
- Context of Site, Design and Layout.

- Impact on Site and Surroundings (including impact on Heritage Assets).
- Biodiversity.
- Flood Risk and Surface Water Drainage.
- Traffic and Transport.
- Renewable Energy and Sustainability.
- Contaminated Land.
- Air Quality, Odour and Dust.
- Noise.
- Third party representations.

## **Principle of Development**

### Planning Background

- 10.2 Cambridge Airport was established as an aerodrome in 1938 and operates under licence from the Civil Aviation Authority. The airport supports various types of aircraft operations, including general aviation, business aviation and the East Anglian Air Ambulance, as well as occasional commercial and charter passenger flights. It is also home to a number of flying clubs and flying schools.
- 10.3 Aircraft maintenance, repair and overhaul (MRO) operations are a core part of the Airport's operations. This is carried out by Marshall Aerospace and Defence Group (MADG), which specialises in the conversion, modification, maintenance and support of aircraft and defence solutions. The company has an international customer base which includes aircraft manufacturers, airlines and government military air forces.
- 10.4 Aircraft engine testing is an important part of the operations undertaken at Cambridge Airport. Aircraft engine ground running (EGR) is the process of running aircraft engines on the ground to test engine performance and aircraft systems.
- 10.5 Aircraft EGR is an important component of aircraft maintenance work, and therefore essential to the aerospace business operating at Cambridge Airport. It allows the Airport to deliver maintenance and overhaul contracts on a range of civil and military aircraft.
- 10.6 At present, the majority of EGR at Cambridge Airport is undertaken at an existing Engine Run Up Bay (ERUB) which is located on the northern edge of the airport, immediately to the south of Newmarket Road. The main alternative to the ERUB for aircraft engine testing is the Hangar 17 apron.
- 10.7 The supporting documentation which accompanies the application states that in the last three calendar years, 74% of aircraft EGR has taken place at the ERUB, and 26% at the Hangar 17 apron. The ERUB is the location where the majority of the high power engine ground runs take place, which produce the highest levels of noise from engine testing.

- 10.8 The ERUB facility consists of an area of apron and taxiway for the parking of the aircraft, with an approximately 7m high earth bund between the apron and the road. This earth bund protects the road and passing traffic from engine jet blasts. This is not a formally designed acoustic attenuated facility, and provides limited benefit by way of noise attenuation.
- 10.9 Engine testing activities at Cambridge Airport are not the subject of a specific planning consent. There are currently no formal limits or restrictions on the number or hours when engine testing can be carried out. Whilst it is understood that there are voluntary restrictions in place (such as seeking to avoid testing being carried out on Sundays and at night, except in exceptional circumstances), there is no mechanism to enforce these procedures under the planning regime.

#### Planning Policy Context

- 10.10 The 2006 Cambridge Local Plan removed Cambridge Airport from the Cambridge Green Belt, although retained a green corridor through the Airport maintained as part of the Green Belt.
- 10.11 The Joint Cambridge East Area Action Plan (AAP) adopted by Cambridge City Council and South Cambridgeshire District Council in 2008 allocates land in both administrative areas for the development of a major new urban quarter for Cambridge. The allocation was dependent on the relocation of Marshalls Aerospace.
- 10.12 In 2010, Marshall announced an intention to remain at Cambridge Airport until at least 2031. The emerging Cambridge Local Plan (which has been submitted for examination), responds to this change in circumstances - by including residential allocations for the parts of the AAP allocation that were considered able to come forward for housing in the plan period with the airport remaining operational.
- 10.13 The Councils' approach is for the remaining part of the AAP allocation that cannot be developed with the airport operational to be safeguarded for development in both Local Plans until after 2031. This is given effect through Policy 12 of the emerging Cambridge Local Plan and Policy SS/3 of the emerging South Cambridgeshire Local Plan. These policies also allocate land for residential development in the plan period north of Newmarket Road and north of Cherry Hinton.
- 10.14 In November 2016, Marshall Group Properties Limited received planning permission from South Cambridgeshire District Council, for a new mixed use development (including 1,300 dwellings, a new primary school, community space, open spaces and shops), on land to the north of Newmarket Road (reference S/682/13/OL). This development is known as 'Wing'.
- 10.15 The existing ERUB on Newmarket Road is situated approximately 125m from the proposed local centre of Wing, less than 200m from the primary

frontage to Newmarket Road, and approximately 300-350m from the proposed primary school.

- 10.16 As part of the planning application for the Wing development, an Environmental Statement (ES) was submitted which included a detailed noise assessment. The noise chapter of that ES included an assessment of the impact of EGR activities undertaken and the existing ERUB site on the proposed Wing development. This assessment concluded that Wing could not be delivered without detriment to future residential occupiers, given the proximity to the existing ERUB.
- 10.17 The Wing planning permission included a requirement that all aircraft engine testing at the existing ERUB should stop, prior to the occupation of any residential development at Wing. In order to continue with the aircraft testing activity, the Applicant identified that a new Ground Run Enclosure for the testing of aircraft was necessary. Whilst alternative locations for this facility were considered by the Applicant, it is not the purposes of this committee report to assess the merits of the alternatives locations. The development proposals have been assessed on the basis of the application site as identified in the submitted scheme.

#### Development on Green Belt

- 10.18 A small area of the application site falls within the Cambridge Green Belt. The Planning Statement which accompanies this application considers the present boundary of the Green Belt to be 'nominal', and recognises that under the provisions of the Cambridge East Area Action Plan, the exact boundary will be reviewed when wider development of the airport occurs. Officers are of the opinion that in planning policy terms, the development is within the Green Belt boundary, and must be treated as such.
- 10.19 The GRE proposal does not fall within the recognised definition of 'appropriate development' in the Green Belt (National Planning Policy Framework, Paragraphs 87-88). It is therefore, by definition, 'inappropriate' development. In accordance with the NPPF, very special circumstances must be identified, to warrant support for such development.
- 10.20 Officers have considered the key factors put forward by the Applicant to justify development on the Green Belt. Officers are of the view that delivery of key elements of the development strategy for Greater Cambridge is an important material consideration which warrants very special circumstance for allowing Green Belt development.
- 10.21 The development north of Newmarket Road is a key part of the development strategy for the Greater Cambridge area. Its delivery will provide a significant number of much needed homes in a sustainable location on the edge of the City. The application proposals will enable development north of Newmarket Road to proceed. These are all



considered to be significant factors which justify the very special circumstances for development in the Green Belt.

### Conclusion

- 10.22 The proposed GRE development will enable strategic housing development to take place in locations close to the airport, as set out in the Cambridge East Area Action Plan. These developments are key elements of the emerging Cambridge Local Plan and South Cambridgeshire Local Development Framework. The delivery of this development will provide a significant number of much needed homes in a sustainable location on the edge of the City. It is considered that this justifies the 'exceptional circumstances' for development on the Green Belt.
- 10.23 On the basis of the above, the principle of the proposed development is considered acceptable and in accordance with Development Plan policies, subject to the following evaluation.

### **Context of Site, Design and Layout**

- 10.24 In assessing this development proposal, a key issue is the design and layout of the new building, and its relationship with the surrounding context.
- 10.25 This is a functional building and its principle purpose is to mitigate sound from aircraft engine testing. In this respect it has been designed to achieve optimum noise mitigation – at 20m, the height of the building is the maximum which can be accommodated within the airport, given the safeguarding requirements of the runway.
- 10.26 The visual appearance of the GRE building is utilitarian, and constitutes an exterior of steel construction. Whilst consideration was given at pre-application stage to the use of cladding, the engineered and functional nature of the building would result in limited visual benefit in cladding the exterior. A condition has been recommended relating to the details of the materials to be used in construction, including the requirement for a sample panel (**Condition 14 – Materials Samples**).

### Conclusion

- 10.27 The development proposal is a functional utilitarian building. The application is fully supported by the City Council's Urban Design, Conservation and Landscape team, who have been involved in pre-application discussions. The development is considered acceptable with regard to design and layout, and in accordance with Development Plan policies.

## **Impact on Site and Surroundings**

- 10.28 The application site is located on the western side of the airport, within an area of grassland and grassed spoil mound. Large scale airport buildings lie to the north, within an open expanse of grassland which surrounds the runways and taxiways to the south and east. The urban fringe of Cambridge wraps around the north, west and south sides of the Airport. Rural farmland extends to the east over a gently undulating landscape. Land defined as Green Belt lies within the south west part of the site area.

### Landscape and Visual Impact

- 10.29 A Landscape and Visual Impact Assessment (LVIA) was submitted as part of the application. This includes visualisations in the form of photomontages of the proposed GRE, for selected viewpoints. The LVIA focusses on receptors which are most sensitive to the building – for example occupiers of residential properties and users of Public Rights of Way and footpaths.
- 10.30 The LVIA assessment identifies that the proposed GRE would not have significant visual impacts or effects on the existing character of the landscape/townscape. In reaching this conclusion it is noted that this is an urban fringe location, where a number of large airport buildings are already prominent in the local landscape. The proposed development would be located close to other large airport buildings (for example Hangar 17), and be read against a back drop of existing hangar buildings.
- 10.31 Whilst it is acknowledged that the GRE building would change the character of the immediate site, the building would be of a similar form, scale, massing, height, material and colour as existing development at the Airport. This would help to reduce the impact on the character of the immediate area.
- 10.32 The location of the GRE precludes the option of including conventional landscape mitigation proposals (such as large scale planting and earth shaping to further conceal the development). However, during the course of the application, the Applicant addressed initial consultation comments offered by the Landscape Architect, and agreed to provide additional enhancement planting along hedgerows which border Cambridge Airport. This approach is welcomed, as it would assist in screening the development in long views across to the site. Relevant conditions have been recommended to secure the planting (**Condition 29 – Soft Landscape Works; Condition 29 - Hedge Management Plan**).

### Impact on Heritage Assets

- 10.33 The application is accompanied by a historic environment desk-based assessment. This indicates that there are no Scheduled Monuments within one kilometre of the application site (although a moated site at Manor Farm is situated just under 2 km from the site).

- 10.34 There are no conservation areas within a 1km boundary around the GRE site. The Teversham Conservation Area is located approximately 1.2km to the east of the proposed development.
- 10.35 Three Grade II listed buildings fall within 1 km of the application site, including Marshalls Cambridge Airport Control and Office Building. The development has the potential to have indirect effects on the views and settings of this listed building. An assessment of possible impacts is included within the Environmental Statement.
- 10.36 Officers have visited the application site and surrounding area, and can confirm that whilst there will be limited views of the GRE from the Control and Office building, these will be long distance, and the building will be read against the backdrop of existing airport hangers. In addition, the intervening airport control tower will provide screening. The indirect effects of the GRE on the settings of this heritage asset are not considered to be significant.
- 10.37 In terms of field archaeology, Cambridge Airport is located within a landscape of high archaeological potential. The County Archaeological Officer has advised that significant archaeology could extend into the application site area, and that development may have a significant adverse impact on such heritage assets.
- 10.38 In accordance with the consultation advice offered, a programme of archaeological investigation and recording can be secured through planning condition (**Condition 17 - Archaeology**). On this basis, the application proposal is considered acceptable with regard to impacts on heritage assets.

### Conclusion

- 10.39 The GRE building would be visible in terms of long views from areas on the residential edge of the City, and rural landscapes to the east and south. Officers consider that the building would add to the existing urban fringe character, and would have limited additional adverse influence over the character of these areas.
- 10.40 Whilst the development would change the landscape character of this part of the Airport, officers are satisfied that it would not have a significant visual impact in the wider landscape. In reaching this decision, officers are mindful of the consultation advice offered by the Landscape Architect who raises no objection to the proposed development.
- 10.41 In terms of heritage assets, the development is considered acceptable subject to the recommendation of relevant conditions as identified above.
- 10.42 On the basis of the above evaluation, officers conclude that the impact of the proposed development on site and surroundings is acceptable, and in accordance with the Development Plan.

## Biodiversity

- 10.43 The application site is an area of medium sward species poor and improved grassland. It is not actively managed, and has, in recent years, been used as a receiver site for earthworks generated by the excavations from previous development at the Airport.
- 10.44 Whilst the application site is not designated as a statutory or non-statutory site of nature conservation importance, there are four statutory sites designated sites within two kilometres. The closest statutory site is Barnwell Local Nature Reserve which is approximately 0.6km from the proposed development area. There are also 19 non-statutory designated sites within 2km of the application site. The closest of these is Airport Way Road Site Verge, which is a County Wildlife Site. This is approximately 1km from the application site.
- 10.45 As part of the revised ES which accompanies this planning application, a number of ecological surveys were carried out. This included Phase 1 Habitat Surveys, and detailed species survey (including for birds, reptiles, amphibians and bats).
- 10.46 The revised ES demonstrates that the application site is unlikely to support a significant assemblage of species, given the small habitat area. It does, however, identify that given it has not been actively managed, there will be some loss of grassland habitat. The application does not propose to recreate this habitat loss elsewhere on the site, due to the increased risk to aircraft operations from attracting birds and mammals.
- 10.47 The revised ES identifies opportunities for the incorporation of biodiversity environmental measures with the development proposals. Whilst no habitat replacement is being offered, officers accept this approach given the Airport restrictions, the size of the grassland habitat which will be lost, and that other biodiversity measures are identified.
- 10.48 In accordance with the advice offered by the Council's Ecologist, relevant conditions have been recommended relating to the carrying out of ecological works, and an ecologically sensitive lighting scheme (**Condition 21 – Artificial Lighting Scheme; Condition 31 Protected Species**).
- 10.49 The comments from the Council's Ecologist relating to potential restrictions on the operational hours of the proposed GRE after dusk are noted. Whilst it is accepted that certain species of bats avoid hunting in noisy areas, the potential impact of this in ecological terms is not considered to be significant in the submitted ES. Officers do not consider that there would be a reasonable basis for restricting the operation of the GRE on these grounds.

## Conclusion

- 10.50 The Ecological Assessment of the proposed development included a desk study and field surveys to describe the ecological baseline within the development area, and an assessment of the impacts on nature conservation. No significant ecological impacts from the proposed development are predicted on designated statutory and non-statutory sites of nature conservation value, nor on the conservation status of any habitats or species.
- 10.51 The proposals have been evaluated by the Council's Ecologist, who is satisfied with the application, subject to the recommendation of conditions as outlined above. On this basis, the development is considered acceptable with regard to biodiversity, and in accordance with the Development Plan.

## **Flood Risk and Surface Water Drainage**

- 10.52 A Flood Risk Assessment and Surface Water Drainage Strategy were submitted as part of the application, and an assessment of the impacts on the development is reported in the Environmental Statement. The application site is located within Flood Zone 1, which is defined as land having a less than 1 in 1000 annual probability of river or sea flooding. The site is therefore not at risk from fluvial flooding from any watercourse.
- 10.53 The Cambridgeshire Flood Risk Management Partnership produced the South Cambridgeshire and Cambridge City Level 1 Strategic Flood Risk Assessment in September 2010. This assessed the surface water flood risk for areas to the south and west of the proposed development including within the Barnwell East Local Nature Reserve (LNR) as 'intermediate' or 'less'. The surface water flood risk for a small area in the centre of the Barnwell East LNR has been assessed as 'more'.
- 10.54 There have been previous pluvial (rain related) flooding incidences at Cambridge Airport. Within the submitted FRA, a pluvial flood model has been used to assess what impacts the proposed development would have on the nature of such flooding.
- 10.55 It is understood that the existing drainage local network already includes recently constructed attenuation and treatment ponds. These control the rate and quality of run off to the receiving water courses (Coldham's Brook and Teversham Stream).
- 10.56 The technical information which accompanies the planning application demonstrates that the proposed drainage works will ensure that the development will not increase flood risk, discharge greater than permitted flows, and will be compliant with the existing discharge permit.
- 10.57 The application proposals have been considered by the Environment Agency, the City Council's Sustainable Drainage Engineer, and the County Council as Flood Authority. During the course of the application,

additional information was sought from the Applicant with regard to surface water drainage, in response to initial consultation comments from the City and County Council Drainage Officer.

- 10.58 Following consideration of the additional drainage information, the acceptability of the scheme in respect of drainage issues has been confirmed by the Lead Local Flood Authority and the Council's Sustainable Drainage Engineer. Officers are satisfied that the surface water drainage information provided is acceptable in principle. Planning conditions have been recommended (**Condition 19 – Pollution Control Scheme; Condition 20 - Drainage**) to ensure that the details of the surface water drainage strategy for the development are acceptable.

#### Conclusion

- 10.59 On the basis of the above assessment, the proposal is considered acceptable with regard to Flood Risk and Surface Water Drainage, and in accordance with the Development Plan.

#### **Traffic and Transport**

- 10.60 It is not anticipated that the proposed development will generate significant amounts of movement. There are no anticipated changes to the amount of engine testing or to matters such as staff travel, car parking or public transport access. The development will not therefore have any effect on the nature or volume of operational traffic generated by the airport.
- 10.61 In accordance with relevant guidance, a Transport Statement accompanies the application. This has been subject to pre-application discussion with officers from Cambridgeshire County Council, and gives detailed information on the likely transport impact of the development.
- 10.62 The Transport Statement primarily focuses on the temporary impacts on the local transport network during the construction period. Information is provided on the estimated number of additional vehicle movements. This demonstrates that the additional movements would be negligible relative to existing traffic on the network.
- 10.63 The temporary traffic impacts during the construction period will need to be carefully managed. A condition has been recommended which requires the detailed Construction and Environmental Management Plan (CEMP) to provide for lorry routing restrictions, delivery time restrictions and a construction worker travel plan (**Condition 15**).

#### Conclusion

- 10.64 The proposals have been evaluated by the County Highways Engineer, who raises no objection to the development on highway safety grounds. The proposed development is considered to comply with the Development Plan on this basis.

## **Renewable Energy and Sustainability**

- 10.65 The proposed GRE is a purpose built structure which has been designed to maximise noise attenuation and which requires highly efficient aerodynamic and thermodynamic properties. As such, the design does not lend itself to being particularly innovative in terms of sustainable design features such as sustainable drainage systems, energy efficiency, water resources or carbon reduction.
- 10.66 The Design and Access and Sustainability Statements which support the application summarise the design considerations that have influenced the development. The documents explain how the development will be designed and constructed to minimise transport, energy use and waste, so that where practicable the building contributes to the objectives of sustainable development. This includes matters such as the proposed lighting, and energy and water efficient fittings in the GRE control room.
- 10.67 The documentation advises that the building has a 30 year design life parameter. This is the period which the applicant expects the GRE structure to perform without major failure of components. It is based on key considerations, including cost of construction and warranties provided by the supplier. This is considered acceptable, given the bespoke nature of the building and its specific purposes.
- 10.68 On the basis of the above, the development is considered acceptable and in accordance with the Development Plan.

## **Contaminated Land and Pollution Control**

### Land Quality

- 10.69 The revised ES includes the results of intrusive ground investigation work which had been carried out prior to the application being submitted, although did not form part of the original documentation.
- 10.70 The intrusive investigative work identifies that the on-site earth bund is a potential source of contamination, and sets out the results of a suite of chemical testing undertaken on soil samples. It concludes that the potential risks to human health are low, and that the proposed development would have no significant effects on land quality.
- 10.71 The EHO has considered this information and is of the view that the scope of the previous site investigation work is insufficient with regard to contaminated land. In consultation advice it is noted that, due to the potential presence of asbestos containing material (which has been found elsewhere on the airport site where waste has been investigated), more detailed investigation will need to be carried out prior to the commencement of any on site works. In accordance with this advice, planning conditions are recommended (**Condition 22 – Preliminary Contamination Assessment; Condition 23 –Site Investigation Report and Remediation Strategy; Condition 24 – Implementation of**

**Remediation; Condition 25 – Completion Report; Condition 26 – Material Management Plan; Condition 27 – Unexpected Contamination).**

Contamination of Controlled Waters

- 10.72 The previous airfield use and the proposed development of the site represents a risk of contamination that could be mobilized by surface water infiltration, leading to the pollution of controlled waters. Controlled waters are particularly sensitive in this location, because the proposed development site is located on a principal aquifer.
- 10.73 Information submitted with the application demonstrates that the risk to controlled waters can be suitably managed. It is understood that a surface water drainage system will be constructed as part of the development, which will connect into the Airport's existing surface water drainage network. This will include silt traps and fuel traps to ensure any spills during engine tests are captured and do not cause harm to water resources.
- 10.74 The Environment Agency has considered the application proposals and provided detailed advice in respect of the revised ES. Confirmation has been received that the proposed development proposed does not pose a risk of contamination to controlled waters.

Conclusion

- 10.75 On the basis of the above assessment, and subject to securing the conditions as referred to above, the proposal is considered acceptable with regard to contaminated land and pollution control.

**Air Quality, Odour and Dust**

Air Quality

- 10.76 The key pollutant in relation to local air quality management is nitrogen dioxide. Annual average concentrations are currently close to the relevant air quality standard within the City Council administrative area. This is largely as a result of exhaust emissions from road vehicles. Other key pollutants are below statutory limits in the vicinity of the Airport, and are forecast to remain within such limits in the future. The background levels of air pollution (2014) in the area are below the National Air Quality Objectives.
- 10.77 An Air Quality Management Area (AQMA) was declared in the centre of Cambridge in 2004 in relation to exceedances of the annual average nitrogen dioxide Air Quality Standard. The proposed GRE is located outside of the AQMA, the boundary of which is located 1.2km west of the application site.



- 10.78 Following receipt of initial consultation advice from the EHO, further information was sought from the Applicant with regard to air quality. Updated technical reports were submitted during the course of the application.
- 10.79 The updated information revisits the scenarios for engine testing within the GRE, and provides predictions based on realistic operational practices. The modelling demonstrates that the annual mean for nitrogen dioxide (Air Quality Objective of 40 microgrammes per cubic metre) will not be exceeded at any relevant receptors. With regard hourly mean nitrogen dioxide levels (Air Quality Objective of 200 microgrammes, not to be exceeded more than 18 times per annum), no exceedances are predicted when an average of all aircraft types to be tested at the GRE is modelled. The modelling demonstrates that there is a very small possibility of exceedances of the hourly mean nitrogen level, for large jets tested at the GRE.
- 10.80 The air quality modelling results in the revised ES demonstrate the changes of nitrogen dioxide concentrations at existing residential, proposed development and ecological receptors as a result of the proposed development. They indicate that, adopting the worst case scenario, the proposed development would have a negligible impact on annual average nitrogen dioxide levels. The Councils' EHO does not dispute this.
- 10.81 In accordance with initial consultation advice offered by the EHO, the revised ES also gives consideration to the impacts on air quality as a result of ground running taking place outside the GRE, on the runway. This would take place when meteorological conditions prevent the GRE from being used (due to wind speeds from the north-east being greater than 2.5m/s). The ES states that EGR testing outside the GRE would be required on up to 10 days per year. On the basis of meteorological data provided for the last 5 years, officers consider that the request for up to 10 days testing outside the GRE is reasonable.
- 10.82 The EHO has reviewed the results of the outside GRE air quality modelling, and is satisfied that this would not present a significant impact on air quality. This is subject to a planning condition to ensure that the operational conditions suggested in the revised ES are secured. In accordance with the advice offered, a relevant condition has been recommended (**Condition 13 – Out of Ground Run Enclosure Aircraft Testing**).

#### Odour

- 10.83 The GRE will be located on the Cambridge Airport site, where typical kerosene type odours are already likely, either from existing running tests or other airport activities. The revised ES states that historical odour complaints held by Marshall and the local authorities are scarce. In the last three years, Cambridge City Council has received two complaints from nearby residents relating to engine testing and the typical kerosene

type odours associated with combustion of aviation fuel by aircraft engines.

- 10.84 Officers are of the opinion that the location of the current ERUB (a significant distance from any sensitive receptors), is a factor in explaining why there have been few historic odour complaints. South Cambridgeshire District Council officers are not aware of residential receptors based downwind of the existing engine testing facility. By comparison, the City Council has records of complaints about odour, when engine testing was undertaken in the vicinity of Hangar 17 (which is in close proximity to sensitive receptors).
- 10.85 The revised ES provides information on the composition of odours from aircraft engine exhaust emissions. It advises that a characteristic and distinctive odour arises from a combination of the volatilisation of aviation fuel, and the emission of partially combusted volatile organic compounds from the burning of aviation fuel.
- 10.86 The revised ES identifies that the greatest emission of odours is at low thrust settings, and confirms that at least one aircraft engine will operate at low power for the duration of the engine test. The proposed development therefore has the potential to generate odour emissions under low power aircraft testing due to incomplete combustion.
- 10.87 The EHO has considered the ES with regard to air quality, and has confirmed that the odour assessment follows the relevant current best practice guidance (2014 Institute of Air Quality Management (AQM) Guidance). A source pathway receptor analysis has been undertaken, which is a recognised alternative to dispersion modelling (which the ES considers inappropriate in this instance, due to the high level of uncertainty around the available data).
- 10.88 In accordance with the 2014 AQM good practice guidance, the air quality analysis takes into consideration the frequency, intensity, duration, odour unpleasantness and location of odour impact and annoyance. It concludes that the likely magnitude of odour effect at the receptors is negligible.
- 10.89 The ES also models a worst case scenario for the risk assessment effect, based largely on meteorological conditions and the likelihood of wind blowing odours towards residents. The worst case scenario also assumes no GRE enclosure. The results indicate that if the GRE runs for 500 hours per year, then on 5 separate occasions, odour may be detected at Sunnyside/Nuttings Road. The assessment does not evaluate the magnitude of the offensiveness/unpleasantness, or identify what odour concentrations will be experienced at those receptor locations.
- 10.90 The odour assessment concludes that all receptors have a risk of odour exposure smaller than 1%, which represents a 'negligible' odour effect. It goes on to recommend, as an additional environmental mitigation

measure, the use of an Odour Management Plan (OMP) if odour problems arise. This could be secured by planning condition.

- 10.91 The Environmental Health Officer has considered the revised odour information, and has confirmed that the information goes some way to addressing previously raised concerns. There is, however, uncertainty in the prediction of odour: the ES does not elaborate upon what the OMP would entail, and what may be technically feasible.
- 10.92 Subsequent discussions have taken place regarding this issue, and a draft OMP was submitted by the Applicant in August 2017. The EHO has considered this document, and remains of the opinion that insufficient information has been provided to demonstrate that odour mitigation and control could be delivered through this mechanism. In addition, there remains uncertainty as to what the controls and mitigation will target in terms of odour concentrations.
- 10.93 Whilst the principle of securing an OMP is accepted by the EHO, the detailed content will require further consideration. In accordance with the specialist advice offered, a bespoke planning condition has been recommended which requires the OMP to be submitted for approval prior to the commencement of operation of the GRE (**Condition 18**). On this basis, officers are satisfied that the proposed development is acceptable with regard to odour.

#### Dust

- 10.94 Pollution from the site clearance and construction phases has the potential to affect the amenity of surrounding properties if not controlled. The supporting documentation includes a draft construction methodology & Construction Environmental Management Plan (CEMP). This includes reference to the potential generation of dust from earthworks arising from excavation, stockpiling of material and soil particle tracking amongst other things. The draft CEMP includes the provision of a Dust Management Plan.
- 10.95 In accordance with the advice offered by the EHO, a relevant condition has been recommended to secure the provision of a CEMP (**Condition 15**).

#### Conclusions

- 10.96 On the basis of the above evaluation, and subject to the recommendation of conditions as outline above, the proposed development is considered acceptable with regarding air quality and odour.

#### **Noise**

- 10.97 Aircraft engine testing has the potential to give rise to noise impacts on local amenity. Noise resulting from engine ground runs is very specialist in nature, and there is no specific guidance relating to this type of noise.

In view of this, the Councils recognised the need to seek independent specialist advice in respect of noise. This has enabled the noise impact on local amenity to be fully understood.

- 10.98 A consultant acoustician, Colin Cobbing, Director of Acoustics at the independent firm Arup, was appointed by the Councils at pre-application stage to provide specialist noise advice, including the assessment of the Noise Impact Assessment. Mr Cobbing is the leader of the acoustics team and is an acoustic consultant with 30 years of experience - including extensive experience of dealing with aviation noise matters, and specifically, airport ground noise and engine testing.
- 10.99 The approach to the Applicant's noise assessment was discussed in detail as part of the pre-application dialogue between Council officers, consultant acoustician and the Applicant. During the course of the application, and following initial consultation advice received from the EHO and consultant acoustician, the Noise Assessment was reviewed. The approach to the re-assessment was also the subject of further dialogue between all parties.
- 10.100 The methodology for the Noise Impact Assessment has been carried out in accordance with the advice offered by officers and consultant acoustician. The results of the noise re-assessment are reported in the revised ES which was submitted in July 2017.

#### Existing Noise Baseline

- 10.101 Engine ground running noise is a long established operational feature of the Airport. The proposed development does not newly introduce EGR noise at Cambridge Airport, but seeks to relocate and further mitigate this type of noise.
- 10.102 The existing noise baseline was assessed at a number of receptors, during a two week period in 2014. Potential receptor locations were selected as being representative of receptors in their general area, and include existing residential and non-residential receptors (including primary school and churches). In total, 16 locations were assessed. The format, duration and configuration of the monitoring was agreed in advance with Council officers.
- 10.103 The noise baseline was assessed both with and without the existing ERUB in operation. The baseline noise report identifies the range of noise exposure from aircraft engine ground runs at the existing run up bay, and from aircraft engine ground runs on the Hangar 17 apron. Noise is expressed in terms of the measured noise levels during engine ground runs, and the effects of this noise on overall noise exposure levels. Using this information, the daytime average level of aircraft engine ground run noise was derived.
- 10.104 It is understood that the monitoring period for assessing baseline noise levels was longer than the normal recommended period for

environmental noise monitoring. The EHO and consultant acoustician are satisfied that the assessed noise baseline is representative of the existing situation. The noise climate in this area is dominated by road traffic noise. There would need to be a new significant continuous noise source or a doubling of road traffic for this figure to change.

10.105 The baseline noise information is presented in Appendix P of the ES. This identifies the existing noise environment at nine selected locations around the Airport. Baseline noise levels are presented in a number of different formats. Of key relevance are the background ( $L_{A90, 11 \text{ hour}}$ ) and ambient ( $L_{Aeq, 11 \text{ hr}}$ ) noise levels determined over the core EGR operational hours from 08:00 to 19:00 in the absence of any EGR.

10.106 Table 2 below sets out the maximum recorded noise levels during EGR at sensitive receptors

**Table 2** – Noise Baseline - maximum recorded noise levels during EGR at sensitive receptors (taken from Table 11.16, page 186 of revised ES, July 2017).

<b>Receptor</b>	<b>All measured noise levels are in dB and relate specifically to those periods during which EGR testing is actually taking place.</b>
	<b>Range of maximum recorded noise levels.</b>
<b>Braybrooke Place</b>	68 – 71
<b>Abbey Meadows School</b>	72 - 78
<b>Peveler Road</b>	65 – 82
<b>Teversham Drift</b>	67 – 78
<b>Teversham Primary School</b>	81 – 89
<b>High Street, Teversham</b>	66 – 83
<b>Wing Development Site</b>	92 – 102
<b>Nuttings Road</b>	74 – 81
<b>Orchard House</b>	72 – 76

10.107 The baseline noise report highlights that for communities surrounding Cambridge Airport, noise from EGR is at its highest when:

1. Aircraft are undergoing high power EGR; and

2. Communities and receptors are downwind of the activity.

- 10.108 The baseline report identifies that EGR noise from ERUB based testing is likely to be audible and dominant at all of the assessment locations. At the receptors considered in the baseline noise survey, the highest levels of noise from EGR were measured at the frontage of the Wing development site. At this receptor, levels of 92 – 102 dBA were recorded. By way of reference, on the scale of noise, a noise level of 100 dBA equates to the sound levels at a textile mill/press room with press running.
- 10.109 For the majority of EGRs measured, average noise levels for the duration of the EGR were between 70 to 75 dB (A). A noise level of 60 dBA on the scale of noise equates to a department store/restaurant/speech levels whilst 80 dBA equates to being next to busy highway and shouting.

Noise Modelling – Assessment Methodology

- 10.110 A noise model was developed to enable a comparison of the existing noise baseline against future noise impacts predicted to occur with and without the proposed GRE in operation. The scope of the noise assessment and assessment methodology/criteria was agreed by the Councils in advance.
- 10.111 The noise model has been based on the aircraft exhibiting the highest sound powers and/or most commonly tested at the Airport – the twin engine Boeing 777-300ER, (the loudest jet that could be maintained at the Airport), and the four engine Lockheed C-130J Hercules turboprop (the loudest propeller regularly maintained at the Airport).
- 10.112 In accordance with best practice guidance, best available information was used to develop the assessment criteria. This took the form of noise investigations in respect of C130J engine ground running at RAF Brize Norton. It was supplemented by complaint information for Cambridge Airport.
- 10.113 Officers are satisfied that, in developing the noise model, the Brize Norton studies represent the best available information. This information is of relevance, as it provides a source of information about specific noise from the C130-J aircraft, which is a dominant type of aircraft subject to engine ground runs at Cambridge Airport.
- 10.114 The submitted noise assessment includes noise levels for the Lowest Observed Adverse Effect Level (LOAEL) and the Significant Observed Adverse Effect Level (SOAEL) for Engine Ground Runs. This is the level above which adverse effects on health and quality of life can be detected.
- 10.115 For the purposes of this noise assessment, it has been agreed that:
- The **LOAEL** occurs from **40** dBA Leq

- The **SOAEL** occurs at levels from **56** dBA Leq
- 10.116 By way of comparison, on the scale of noise, 40 dBA represents a typical noise level for a quiet residential neighbourhood, whilst 60 dBA on the scale of noise constitutes a department store, restaurant and speech levels.
- 10.117 For short term maximum noise levels from engine ground runs, it should be noted that:
- Noise levels greater than 60 dBA and less than 70 dBA potentially lead to outdoor speech interference.
  - Noise levels greater than 70 dBA and less than 80 dBA lead to both outdoor and indoor speech interference.
  - Noise levels greater than 80 dBA give rise to potential impact on social behaviour.
- 10.118 For the purposes of assessing significance, it has been agreed that:
1. Between LOAEL and SOAEL, a change of 3 dB or more should be considered significant.
  2. For levels above SOAEL, a change of 1 dB or more should be considered to be significant.
- 10.119 As part of the modelling work, consideration has also been given to noise effects of engine testing, when the GRE would not be available to be used due to adverse weather conditions.
- 10.120 The ES includes an assessment of the significance of the noise effects on noise sensitive receptors. This includes residential, commercial, schools and churches. Temporary noise impacts during the construction period have also been assessed.

#### Assessment of Operational Noise Impacts

- 10.121 The revised ES includes an assessment of operational noise associated with the proposed GRE. The EHO is satisfied that this assessment is robust and that the modelling methodology (which is based on best practice) and assumptions which have been used regarding the types of aircraft being tested is appropriate.
- 10.122 The assessment considers the following principal effects at key sensitive receptors:
- Annoyance and other effects such as speech interference as a result of changes in and exposure to aircraft Engine Ground Running (EGR) noise arising from the operation of the proposed development; and

- Potential changes in the character of the area within the context of other forms of environmental noise.

1. Impacts on Total Population Exposure

10.123 The ES assesses the likely significant effects arising from engine testing noise, where exposure is above the LOAEL. This is the level above which adverse effects on health and quality of life can be detected. For daily average noise levels, the noise modelling predicts that with the existing engine ground runs at the existing ERUB:

- 42,630 people are currently exposed to daily average noise levels within the LOAEL to SOAEL range of 40 dBA Leq to 56 dBA Leq; and
- 1,350 people are exposed to daily average noise levels at or above the SOAEL threshold of 56 dBA Leq.

10.124 In comparison, with the proposed GRE, these numbers would fall to 7,520 and 10. A large number of people currently exposed to noise levels above the LOAEL but less than the SOAEL would therefore transfer to levels below the threshold of the LOAEL (ie, the level below which no effect on health and quality of life is detected). A large number of people currently exposed to noise above the SOAEL would transfer to levels below this figure.

**Table 3:** Noise Exposure Population Count Assessment

	Engine Testing at ERUB	With Proposed GRE
Between a LOAEL and a SOAEL (40dBA to 56 dBA)	42,630	7,520
Above the SOAEL (above 56 dBA)	1,350	10

10.125 For short term maximum noise levels, Table 4 below shows the noise modelling predictions for maximum noise levels when undertaking engine ground runs at the existing location, compared to the proposed GRE.

**Table 4:** Population Exposure Statistics for Maximum LAeq (1 minute) Noise Levels for ERUB and GRE based EGR

Noise level	Existing ERUB		Proposed GRE	
	B777-300	C-130J	B777-300	C-130J
<60dBA	57,650	43,900	74,630	76,830



<b>60 to 60 dBA</b>	17,840	31,710	3,710	1,640
<b>70 to 80 dBA</b>	2,890	2,880	160	40
<b>&gt;80 dBa</b>	120	30	10	0

10.126 The table identifies a significant change in the population experiencing high noise levels, when the engine ground run testing takes place in the proposed GRE.

10.127 In terms of the proposed noise levels at the sensitive noise receptor locations, Table 5 below summarises the predicted worst case noise levels from engine ground running in the proposed GRE.

**Table 5:** Predicted worst case noise levels from engine ground running in the proposed GRE:

<b>Receptor</b>	<b>Boeing 777 at High Power in GRE</b>	<b>C130J at High Power in GRE</b>	<b>Overall long term daily noise exposure (based on 11 hour core EGR operational period)</b>
	<b>LAeq1min</b>	<b>LAeq1min</b>	<b>LAeq11 hour</b>
<b>Braybrooke Place</b>	<b>61</b>	<b>64</b>	48
<b>Abbey Meadows School</b>	<b>70</b>	<b>70</b>	55.3
<b>Peverel Road</b>	70	62	52
<b>Teversham Drift</b>	60	61	46
<b>Teversham Primary School</b>	<b>71</b>	59	53
<b>Wing Development Site</b>	52	48	36
<b>Nuttings Road</b>	<b>71</b>	<b>73</b>	55
<b>Uphall Road</b>	<b>71</b>	<b>73</b>	55

Note: Figures in bold are noise levels in excess of the agreed SOAEL. This indicates possible speech interference outdoors and indoors with windows closed.

- 10.128 The ES identifies that for all of the residential receptor locations, it is Nuttings Road and Uphall Road where an increase in the received noise level is calculated to occur. At these locations, increases in the calculated noise level of up to 5 dB (A) are indicated for both the short term and the longer term averaged noise levels. The highest noise levels under high power engine ground runs would be approximately 73 dBA. This scale of change is significant. Under the NPSE, this would interfere with outdoor and indoor speech.
- 10.129 The ES provides a commentary on noise impacts on properties in Nuttings Road and Uphill Road. It notes that these properties are already subject to higher levels of engine ground running noise when existing testing takes place away from the ERUB (specifically in the vicinity of Hangar 17). Out of GRE testing in this location is less likely to occur when the GRE is operational - with the consequence that the higher noise levels presently experienced are less likely to occur. It is also relevant that the existing daytime ambient noise level measured in the vicinity of Nuttings Road and Uphall Road (even in the absence of any current EGR activity) was 55 dB LAeq, 11hr.

## 2. Impacts on Commercial Receptors

- 10.130 A number of commercial operations are located immediately to the north and west of the application site. These include retail offices and light manufacturing/car maintenance enterprises in the Barnwell Road Retail Park, the Quorum office building and the Barnwell Drive industrial estate.
- 10.131 The ES reports the findings of the noise assessment on commercial receptors. This assessment is based on a consideration of LOAELs and SOALs, the expected noise change, and the context in which the noise change will occur.
- 10.132 The ES noise assessment concludes that engine testing in the GRE would cause an increase in the noise to a number of these properties, but that the overall longer term noise exposure, at all these premises, will remain below the threshold level for SOAEL. Overall, the ES concludes that the impacts on commercial receptor locations are not significant.
- 10.133 The EHO and noise consultant have considered the noise assessment with regard to potential noise impacts of the proposed GRE on commercial receptors. Whilst the noise assessment indicates that the proposed engine testing may impact on some of the commercial receptors close to the proposed GRE, officers agree with the conclusions reported in the ES – that the impact on commercial receptors is not considered to be significant.
- 10.134 In reaching this decision, officers are of the opinion that these commercial receptors already function with exposure to existing levels of noise – and similar high level noise events already do occur in these locations. The noise assessment shows that at some of the receptors, such as Quorum

Offices, noise levels from high power testing carried out at Hangar 17 are substantially higher than those predicted with the GRE.

- 10.135 Officers are also of the opinion that the significance of the noise impacts on commercial receptors will be mitigated by the duration, timing and frequency of the aircraft engine testing. High power testing, which is the testing with the potential to cause interference, will only occur for half an hour on each of 2 or 3 days per working week. As such, the noise generated by the proposed GRE is not considered to have a significant effect on these properties.

#### Assessment of Construction Noise/Vibration Impacts/Effects

- 10.136 Noise and vibration during construction phases (including any pre-construction phases such as ground preparation) will need to be controlled to protect the amenity of neighbouring premises. The application documentation advises that the construction programme is expected to take at least 48 weeks. It is noted that the foundations for the GRE will need to be piled. A piling method statement has been recommended (**Condition 16**).
- 10.137 The revised ES presents a calculation of noise levels that are predicted to be generated during the construction of the GRE, from construction noise and construction traffic. A CEMP will be developed and put into place, based on a draft which has been submitted in support of the scheme. One of the aims of this document will be to control potential noise and vibration impacts during construction.
- 10.138 The EHO has considered the draft CEMP and advises that it is too generic and lacking in detail. It will require revision to reflect the Council's policies with regard to construction. This includes restrictions on construction work and deliveries. The Environmental Health Officer has advised that, given the duration of the works and the proximity of the application site to residential dwellings, a bespoke planning condition is imposed, which requires the submission and approval of a CEMP to agree general principles, assessment methodologies and approach to secure mitigation (**Condition 15**).
- 10.139 Subject to securing the conditions as recommended above, the application is considered acceptable with regard construction impacts.

#### GRE Commissioning Process

- 10.140 An agreed commissioning scheme for the GRE for both propeller aircraft and jet aircraft will be required, to ensure that the predicted noise levels are achieved upon completion of construction and prior to operation. The EHO has provided detailed advice in respect of the content of the commissioning scheme, which should include details of the noise commissioning tests, benchmark noise levels, noise measurement locations, equipment, performance requirements for approval, and the steps to be taken in the event of non-compliance with predicted levels.

10.141 The Applicant is keen to agree the details of the commissioning scheme process in advance of committee, and a draft commissioning process document was submitted in August 2017. The EHO has considered this document, and has sought further clarification in respect of the technical details. Dialogue between all parties has continued in respect of this matter, and a revised commissioning statement was received in September 2017. This document has been reviewed by the Council's EHO and consultant acoustician, and confirmed as acceptability.

10.142 A planning condition has been recommended which requires commissioning of the GRE in accordance with the agreed details (**Condition 3 – Commissioning Scheme**).

10.143 In accordance with the advice offered by the EHO, a further planning condition is recommended which requires the imposition of a noise limit (**Condition 12 – GRE Operational Noise Limit**). The Applicant has confirmed acceptability in principle to this.

#### Noise Conditions and Controls

10.144 Whilst Engine Ground Running activities at Cambridge Airport currently operate under voluntary restrictions, it is an expectation by all parties that relevant planning conditions will restrict the operations of the proposed GRE.

10.145 The Applicant has confirmed agreement to the following conditions as recommended by the EHO:

- Cessation of Aircraft Engine Testing at ERUB (**Condition 4**)
- All Engine Testing to take place in the GRE (**Condition 5**)
- Prevention of aircraft engine testing at night and on Sundays and Bank Holidays (**Condition 9**)
- Restriction of aircraft engine testing on only one aircraft any one time (**Condition 10**)
- Exceptional Circumstances

10.146 As part of the dialogue in respect of operational restrictions and controls, common agreement has been reached in respect of the '*exceptional circumstances*' which would warrant an exception to the operational restrictions proposed above.

10.147 It has been agreed that 'exceptional circumstances' be defined as:

*'Urgent operational requirements in the interest of national security or safety, or where failure to undertake the aircraft Engine Test at the*

*time/location required would cause severe hardship to the general public, by reason of, for example, delayed or cancelled flights'.*

10.148 Where an aircraft engine test is to be carried out under these exceptional circumstances, the Applicant has agreed that the test will not commence until the express prior written approval of the Airport Director has been given. Upon approval of an aircraft engine test in exceptional circumstances, the Applicant would also be required to provide written notification within 24 hours to the Councils, together with the specific reason for undertaking the test.

Maximum Limit on Annual Hours of Aircraft Engine Testing

10.149 The duration of any of the tests carried out in the exceptional circumstances defined above would count towards the maximum 500 hours of aircraft engine testing allowed per calendar year proposed by the Applicant (**Condition 6 - Annual Limit on Total Aircraft Engine Testing Hours**).

10.150 Third party representations have queried the maximum 500 hours of aircraft engine testing in any one year proposed by the Applicant. Officers have accepted this figure, which has been based on monitoring aircraft engine testing carried out by the Applicant over a 9 month period.

Hours for Aircraft Engine Testing

10.151 In terms of the hours that aircraft engine testing can take place, officers note that the Applicant originally sought testing primarily during the hours of 8am to 10pm. This was subsequently reduced to 7pm following dialogue during the course of the application. However, the Applicant seeks the operational flexibility to permit the GRE to operate in the evening period (Monday to Saturday 19 00 to 22 00 hours) up to a 25 hour maximum of the allowable 500 hours annually. This represents engine testing over 8 full evening periods (or for one hour over twenty five evenings).

10.152 The EHO, in consultation advice received in August 2017, recommended a condition be imposed restricting the operating hours of the GRE to no later than 19 00 in the evening, unless in the 'exceptional circumstances' defined above. This is because the evening period is a more sensitive time of the day, when residents are more likely to be resting, preparing for sleep or already asleep in their bedrooms. As such, there would be a greater likelihood of adverse noise impacts arising from engine testing during this time.

10.153 A greater understanding of the Applicant's proposed cap of 25 hours per year testing during the evening period has been provided by the Applicant (email dated 25 August 2017). This advises that the annual limit has been derived subjectively by applying 5% to the proposed limit on the total number of hours testing (500 hours), and that it would only be used at the discretion of a Senior Director within the business, to enable agreed programmes of work to be met. This advice has been considered

by the EHO, who has confirmed acceptability. A relevant condition has been recommended (**Condition 8**).

□ Engine Testing Outside GRE

10.154 Officers note that in certain wind conditions (generally when the wind is blowing from a noise/north-easterly direction and in excess of 5 knots or 2.5 m/s) aircraft engine testing cannot be safely undertaken within the proposed GRE due to insufficient airflow to the aircrafts engines under test. The ES identifies this as being an infrequent occurrence, occurring approximately 10 days per year (based on existing and historical meteorological data).

10.155 It will be important to ensure that on those occasions when the GRE is unsafe to use due to meteorological conditions, engine testing takes place in a location on the airfield which minimizes the potential noise, odour and air quality impacts on sensitive receptors. In accordance with the advice offered by the EHO, a condition has been recommended which requires the Applicant to provide full details of the arrangements for engine testing outside the GRE. This shall include the alternative locations for the testing (**Condition 13**).

Noise Conclusion

10.156 The noise implications of the proposed GRE have been carefully considered by the Councils EHO and Noise Consultant, who have provided detailed advice to the Applicant at all stages of the planning process.

10.157 The revised ES submitted in support of the application presents an overall summary of the proposed significant effects in relation to each representative receptor. The ES demonstrates that the scheme will bring significant benefits in terms of the number of people living around the Airport who will be exposed to levels of noise that are considered to have either an adverse or significant adverse effect on health and quality of life. The GRE would reduce the population exposed to noise between the LOAEL and the SOAEL for some 42,630 people to 7,520 and reduce the population exposed to noise levels at or above the SOAEL from 135 to 10.

10.158 Whilst there will be significant noise benefits for the majority of the community, the relocation of the testing facility to a different part of the Airport will mean that some receptors located in closest proximity to the proposed GRE will experience increases in noise. The Nuttings Road/Uphall Road location will experience increases in both daily average noise levels of 4 to 5 dBA between the LOAEL and SOAEL thresholds of 40dBA Leq to 56 dBA Leq on the expected 2 to 3 days a week when an engine test takes place. The ES considers that the noise impact at these locations will be significant adverse.

- 10.159 Officers accept that the Applicant has made, as far as practicable, every effort to minimise the noise impact of the development. The acoustic panels will have absorptive and insulating properties, to reduce aircraft engine noise emitted during engine testing. Noise mitigation has also led to the proposals for a 20m high building with doors to enclose the area where engine testing takes place. This is the maximum height of a structure which can be accommodated within the constraints of the site.
- 10.160 The potential impacts on the residential amenity of these properties, in terms of noise, represents a dis-benefit of the scheme which should be considered in the context of the wider noise benefits that the scheme will provide. On this basis, and with the package of operational conditions as recommended above, officers are of the opinion that the application proposals are acceptable with regard to noise.

### **Other Issues**

#### **Lighting**

- 10.161 The application proposals will not require extensive external site flood lighting. Only general low intensity task lighting will be provided in specific areas. In accordance with the advice offered by the EHO, a condition has been recommended (**Condition 21**)

#### **Cumulative impacts**

- 10.162 The cumulative effects of the application proposals in combination with other planned major development in proximity to the application site has been considered, using a methodology which was agreed in advance with officers. The results are reported in Chapter 13 of the revised ES.
- 10.163 The ES concludes that the construction and operational phases of the majority of the committed developments within the study area are unlikely to result in significant cumulative effects when assessed in combination with the GRE.
- 10.164 The ES identifies two developments which may result in cumulative effects as a consequence of their scale, proximity to proposed works and timing in relation to the construction of the GRE – the Wing development and land north of Cherry Hinton development.
- 10.165 The scale of the potential impacts arising from these developments in combination with the GRE has been evaluated. The ES concludes that the additional cumulative landscape and visual impacts will be no more than minor adverse due to the scale of the GRE in the wider context of the landscape character area.
- 10.166 Officers have considered the cumulative impact assessment and are in general agreement with the conclusions reported in the ES. The minor adverse and long term landscape effects are noted. Officers accept that the location of the GRE minimizes visual impacts. In addition, the

potential for mitigation (through for example landscape planning) is limited due to the operational requirements of the Airport.

10.167 The minor adverse long term cumulative landscape effects are a dis-benefit of the scheme. However, they are not considered to justify the refusal of the scheme on these grounds alone.

### Third Party Representations

**Table 6:** Representations received

<b>Issue</b>	<b>Officer response/report section</b>
Impact on amenity - noise concerns.	Section 10.97 – 10.160 deals with noise.
Impact on amenity – odour.	Section 10.83 – 10.93 deals with odour.
Impact on amenity – pollution.	Addressed under the assessments of flood risk and surface water drainage; contaminated land; air quality, odour and dust and noise sections.
Impact on amenity of employees at Barnwell Business Park.	Section 10.130 – 10.135 deals with noise impacts on commercial receptors.
Concern about how much louder aircraft engine testing will be. Would not want to see it get worse than already is.	Section 10.97 – 10.160 deals with noise.
Increased noise levels will lead to excessive noise at night.	Section 10.144 – 10.155 deals with noise conditions and controls.
Led to believe that Marshalls would seek permission for testing to be carried out between the hours of 8 and 8.	Section 10.151 – 10.153 refers to hours for aircraft engine testing.
Engine testing should be restricted in the evening (to 6pm or 8pm).	Section 10.151 – 10.153 refers to hours for aircraft engine testing.
Unclear what the defined exceptional circumstances are.	Section 10.146 – 10.148 addresses the definition of 'exceptional circumstances'.
Annual limit of 500 hours of testing seems excessive and should be capped at 300.	Section 10.149 – 10.150 refers to the maximum limit on annual hours



	of aircraft engine testing.
Proposed 500 hours of testing would allow Marshalls to significantly increase business over existing levels.	Section 10.149 – 10.150 refers to the maximum limit on annual hours of aircraft engine testing.
Proposed engine testing log should be made available for inspection on a more regular basis.	Proposed Condition 11 deals with the maintenance of the aircraft engine test log.
Requests that all testing is carried out in the enclosure to prevent noise pollution.	Section 10.154 – 10.155 deals with engine testing outside the GRE.

## **Summary**

### **Economic Role**

- 10.168 In relation to the economic role of sustainable development, the proposal would enable the Wing Development to be brought forward. This is the first major phase of residential development (north of Newmarket Road) in accordance with the CEEAP. This would support provision of Cambridge City and South Cambridge District Councils' assessed housing need and contribute to meeting housing provision in the Cambridge Area.
- 10.169 There are Section 106 planning obligations attached to the Wing consent that require the cessation of engine testing at the existing engine run-up bay, before any properties are occupied, and the delivery of a number of homes to slab level within four years of the date of the consent. The delivery of an appropriate GRE is therefore intrinsically linked with the delivery of new homes on the Wing Site. Discussions are already taking place with Hill Residential about the first phase reserved matters and design code, with a view to submissions in early 2018.
- 10.170 By enabling the Wing Development to proceed, the application proposals would generate a range of indirect economic benefits. These would have a significant and positive effect on economic output – for example in terms of capital investment, construction work and occupational expenditure.
- 10.171 The proposed development would also bring direct economic benefits in terms of supporting employment and the economic activity of Cambridge Airport. Aircraft maintenance activities are a fundamental part of the Airport's activities, supporting around 1,600 jobs directly, and an estimated 7,000 jobs indirectly.

### Social Role

10.172 In terms of the social role of sustainability, by enabling the delivery of new homes on the Wing development, this development would provide a range of indirect social benefits. This includes enabling a level of market and affordable housing to meet the needs of present and future generations, as well as enabling the delivery of new community space, sporting facilities and highway benefits that will benefit new and existing communities.

### Environmental Role

10.173 The development proposals would bring environmental benefits in terms of significantly reducing the number of people living around the Airport who are exposed to adverse levels of noise which has the potential to affect health and quality of life.

10.174 The location of the GRE will result in some properties experiencing an increase in noise levels. The revised ES considers that the noise impact at the Nuttings Road/Uphall Road location will be significant adverse. This represents an increase in the daily average noise levels of 4 to 5 decibels when engine testing occurs in the GRE. Whilst this represents a dis-benefit of the scheme, officers consider it will be outweighed by the wider noise benefits which the scheme will bring.

10.175 The development proposals will result in the loss of a small area of grassland habitat. Whilst it is not proposed to recreate this loss of habitat elsewhere, other biodiversity improvements have been secured (for example enhancement planting along hedgerows which border the Airport).

10.176 The development has the potential for adverse and long term cumulative landscape and visual impacts. Officers consider these impacts will be minor and will be outweighed by the other environmental, social and economic benefits which the scheme will deliver.

### The Planning Balance

10.177 The NPPF creates a presumption in favour of sustainable development, and, in Paragraph 14, expects development proposals that accord with the Development Plan to be approved without delay. In the context of these planning applications, the 'Development Plan' comprises the statutory development plans for both Cambridge City Council and South Cambridgeshire District Council

10.178 A balancing exercise has been undertaken in accordance with Paragraph 14 of the NPPF. This has concluded that the dis-benefits of the development proposals (noise impact, loss of grassland habitat and cumulative/long term landscape and visual impacts) would not significantly and demonstrably outweigh the benefits (capital investment,

construction work, occupational expenditure, market and affordable housing) by unlocking the consented Wing development.

## **11.0 CONCLUSION**

The development proposals have been evaluated against the objectives of the NPPF and Development Plan polices. On the basis of this evaluation, the proposals are considered to represent sustainable development.

## **12.0 RECOMMENDATION**

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

### **1. Time**

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

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

### **2. Development in Accordance With Approved Plans**

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

**Reason:** In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

### **3. Prior to Commencement of Use –Commissioning Scheme Report.**

Commissioning of the Ground Run Enclosure hereby approved shall be carried out in accordance with the Ground Run Enclosure Noise Commissioning Scheme dated 02 October 2017 and submitted with the application. The approved commissioning scheme shall be complied with, and a written report submitted to the Local Planning Authority for approval before the full operational use of the Ground Run Enclosure is commenced. Written notification shall be provided to the Joint Director of Planning and Economic Development at Cambridge City Council and South Cambridge District Council at least (5) working days before the Ground Run Enclosure becomes fully operational.

**Reason:** To ensure that the predicted noise levels are achieved upon completion of construction and prior to operation, in the interests of amenity in accordance with policies 4/13 and 8/12 of the Cambridge Local Plan 2006, policy CE/26 of the Cambridge East Action Plan 2008 and policy NE/15 of the South Cambridgeshire Development Control Policies DPD 2007.

**4. On Operation of Ground Run Enclosure: Cessation of Aircraft Engine Testing at Existing Engine Run Up Bay.**

On full operation of the Ground Run Enclosure hereby approved, all Aircraft Engine Testing at the existing Engine Run Up Bay (as shown on Drawing No. NK017468 RPS-CBG-XX-DR-C-0001 P02) shall cease.

For the purposes of this planning permission, an Aircraft Engine Test means the testing of aircraft engines at a range of power settings as part of maintenance, repair and overhaul operations but excludes any routine safety checks undertaken as part of the routine pre-flight checks carried out immediately prior to take off and the expressions "Aircraft Engine Test", "Aircraft Engine Tests" and "Aircraft Engine Testing" shall be construed accordingly.

**Reason:** To protect the amenity of nearby properties in accordance with policies 4/13 and 8/12 of the Cambridge Local Plan 2006, policy CE26 of the Cambridge East Action Plan 2008 and policy NE/15 of the South Cambridgeshire Development Control Policies DPD 2007..

**5. All Aircraft Engine Testing to Take Place in Ground Run Enclosure.**

All Aircraft Engine Testing shall take place in the Ground Run Enclosure hereby approved, as shown on Drawing No. RPS-CBG-XX-DR-C-00100 P05 save as provided for by Condition 13 below (Out of Ground Run Enclosure Aircraft Engine Testing), following the construction of the Ground Run Enclosure hereby approved and its commissioning in accordance with Condition 3 above (Commissioning Scheme Report).

**Reason:** To protect the amenity of nearby properties in accordance with policies 4/13 and 8/12 of the Cambridge Local Plan 2006, policy CE/26 of the Cambridge East Action Plan 2008 and policy NE/15 of the South Cambridgeshire Development Control Policies DPD 2007.

**6. Annual Limit on Total Aircraft Engine Testing Hours**

A total annual limit of five hundred (500) hours of Aircraft Engine Testing in any one calendar year shall apply to the whole of the Cambridge Airport site (as shown on Drawing No. RPS-CBG-XX-DR-C-SK133 P02 - Cambridge Airport Boundary), including the Ground Run Enclosure hereby approved.

For the purposes of this permission, the duration of Aircraft Engine Testing shall be defined by the start and end times of the Aircraft Engine Test on a single aircraft, measured from the start-up of one of the aircraft's engines during Aircraft Engine Testing to the shutdown of all the engines of an aircraft

**Reason:** To ensure the number of hours of aircraft engine testing does not exceed that which has been assessed in the revised Environmental Statement (July 2017) submitted with the application and to protect the

amenity of nearby properties in accordance with policies 4/13 and 8/12 of the Cambridge Local Plan 2006, policy CE/26 of the Cambridge East Action Plan 2008 and policy NE/15 of the South Cambridgeshire Development Control Policies DPD 2007.

## **7. Hours for Aircraft Engine Testing**

Aircraft engine testing shall only take place during the hours of 08.00 to 19.00 Monday to Saturday inclusive, and at no time on Sundays, Public and Bank Holidays, save as provided for by Condition 8 (Aircraft Engine Testing in the Evening Period), Condition 9 (Aircraft Engine Testing on Sundays, Public and Bank Holidays and at Night) and Condition 10 (Multiple and Concurrent Aircraft Testing).

**Reason:** To protect the amenity of nearby properties in accordance with policies 4/13 and 8/12 of the Cambridge Local Plan 2006, policy CE/26 of the Cambridge East Action Plan 2008 and policy NE/15 of the South Cambridgeshire Development Control Policies DPD 2007.

## **8. Aircraft Engine Testing in the Evening Period**

A total annual limit of twenty five (25) hours of aircraft engine testing shall be permitted between the hours of 19.00 to 22.00 ('the Evening Period') in any one calendar year. The duration of all aircraft engine tests carried out in the Evening Period shall count towards and be included in the maximum five hundred (500) hours of aircraft engine testing permitted in any one calendar year (Condition 6 refers). In the event that an engine test is required to be carried out in the Evening Period (or should a daytime test over-run into the Evening Period), the test shall not commence (or continue if already underway) until the prior written approval of the Airport Director/CEO has been given.

**Reason:** To protect the amenity of nearby properties in accordance with policies 4/13 and 8/12 of the Cambridge Local Plan 2006, policy CE/26 of the Cambridge East Action Plan 2008 and policy NE/15 of the South Cambridgeshire Development Control Policies DPD 2007.

## **9. Aircraft Engine Testing on Sundays, Public and Bank Holidays, and at Night Time**

No aircraft engine testing shall take place on Sundays, Public and Bank Holidays, and at Night Time (which for the purposes of this condition means between the hours of 22.00 to 08.00), except in exceptional circumstances. For the purposes of this planning permission, the following definition of 'exceptional circumstances' shall apply:

*'Urgent operational requirements in the interests of national security or safety, or where failure to undertake the aircraft Engine Test at the time/location required would cause severe hardship to the general public, by reason of, for example, delayed or cancelled flights'.*

Where an aircraft engine test is required to be carried out under the above exceptional circumstances, the test shall not commence until the prior written approval of the Airport Director/CEO has been given, specific to the engine test deemed necessary.

Upon approval of an aircraft engine test in exceptional circumstances, the Applicant shall provide written notification within twenty four (24) hours to the Joint Director of Planning and Economic Development at Cambridge City Council and South Cambridgeshire District Council, together with the specific reason for undertaking the test and a copy of the Airport Director/CE written approval authorising the test.

The duration of any tests carried out in exceptional circumstances pursuant to this condition shall count towards and be included in the maximum five hundred (500) hours of aircraft engine testing permitted per calendar year (Condition 6 refers).

**Reason:** To project the amenity of nearby properties in accordance with policies 4/13 and 8/12 of the Cambridge Local Plan 2006, policy CE/26 of the Cambridge East Action Plan 2008 and policy NE/15 of the South Cambridgeshire Development Control Policies DPD 2007.

#### **10. Multiple and Concurrent Aircraft Engine Testing**

Aircraft engine testing shall only take place on one aircraft at any one time, unless the exceptional circumstances as defined in Condition 9 apply (Aircraft Engine Testing on Sundays, Public and Bank Holidays and at Night Time).

**Reason:** To protect the amenity of nearby properties in accordance with policies 4/13 and 8/12 of the Cambridge Local Plan 2006, policy CE/26 of the Cambridge East Action Plan 2008 and policy NE/15 of the South Cambridgeshire Development Control Policies DPD 2007.

#### **11. Maintenance of Aircraft Engine Test Log**

Details of all aircraft engine tests carried out shall be maintained in an Engine Test Log which shall be kept at Cambridge Airport. For the purposes of this planning permission, the following definition of Engine Test Log shall apply:

*'A record, maintained by the Applicant, of all aircraft engine testing carried out at Cambridge Airport'*

The record shall, for each Engine Test, include the following:

- a. The type of aircraft undergoing testing.
- b. The date, start time, end time and duration of the test

- c. The meteorological conditions during the test, including but not limited to wind speed, wind direction, temperature and rainfall.
- d. Whether the engine test includes any high power engine testing (as defined by the period during Engine Testing when the power setting on some or all of the engines of an aircraft are above flight idle power and up to maximum power), and if so, the start and end time of these parts of the test.
- e. The location of the test – either within the Ground Run Enclosure hereby approved, or f outside the Ground Run Enclosure in accordance with Condition 13 (Out of Ground Run Enclosure Aircraft Engine Testing), the location where the test has taken place.
- f. A summary of the exceptional circumstances (as defined in Condition 9), should aircraft engine testing occur on Sundays, Public and Bank Holidays or at Night Time.

The Engine Test Log shall be reported annually to the Airport Consultative Committee and to Cambridge City Council and South Cambridge District Council. The Engine Test Log shall be provided within 48 hours of any request made in writing, email or telephone, by the appointed Environmental Health Officer of either of those Councils.

**Reason:** To maintain a record of engine testing to monitor compliance with Conditions 6 (Annual Limit on Total Aircraft Engine Testing Hours), 11 (Multiple and Concurrent Aircraft Engine Testing) and 13 (Out of Ground Run Enclosure Aircraft Engine Testing)

## **12. Ground Run Enclosure Operational Noise Limit:**

Following written notification from the Local Planning Authority the Applicant shall undertake an assessment of noise levels arising from aircraft engine testing within the Ground Run Enclosure to determine compliance with the noise levels set out in the Ground Run Enclosure Noise Commissioning Scheme submitted with the application and dated 02 October 2017. The assessment shall be commenced within twenty one (21) days of the written notification. The applicant shall provide to the Local Planning Authority a copy of a compliance assessment report within two (2) months of a request under this condition.

If the said assessment confirms non-compliance with the said noise levels set out in the Noise Commissioning Scheme, the Applicant shall submit in writing to the Local Planning Authority within two (2) months a noise mitigation scheme employing the best practical means to ensure compliance with the said operational noise levels. Following the written approval by the Local Planning Authority of the scheme and a timescale for its implementation the scheme, shall be activated forthwith and thereafter retained.

(This condition must be read in conjunction with Informative No. X at the end of this Decision Notice.

**Reason:** To ensure that the predicted noise levels are achieved upon completion of construction and prior to operation, in the interests of amenity in accordance with policies 4/13 and 8/12 of the Cambridge Local Plan 2006, policy CE/26 of the Cambridge East Action Plan 2008 and policy NE/15 of the South Cambridgeshire Development Control Policies DPD 2007.

### **13. Out of Ground Run Enclosure Aircraft Engine Testing.**

Prior to the full operation (after commissioning) of the Ground Run Enclosure hereby approved, the arrangements for engine testing outside the Ground Run Enclosure shall be submitted to and agreed in writing by the Local Planning Authority. The agreed details shall include:

- a. The circumstances during which aircraft engine testing is permitted to take place outside the Ground Run Enclosure, which shall be limited to when wind conditions at Cambridge Airport prevent aircraft engine testing being carried out safely due to insufficient airflow being able to reach the engines under test (such conditions being expected to normally be limited to when there are winds in excess of 9km/h, equivalent to 2.5m/s from a northerly or easterly direction, or when there are quartering cross winds in excess of 37 km/hr equivalent to 10m/s).
- b. The alternative location or locations for out of Ground Run Enclosure aircraft engine testing, including provision for aircraft engine testing at different locations in different meteorological conditions and circumstance.

Engine testing outside the Ground Run Enclosure shall take place in accordance with the agreed arrangements.

The duration of all aircraft engine tests carried out outside the Ground Run Enclosure shall count towards and be included in the maximum five hundred (500) hours of aircraft engine testing permitted per calendar year (Condition 6 refers).

**Reason:** To protect the amenity of nearby properties in accordance with policies 4/13 and 8/12 of the Cambridge Local Plan 2006, policy CE/26 of the Cambridge East Action Plan 2008 and policy NE/15 of the South Cambridgeshire Development Control Policies DPD 2007.

### **14. Pre-Commencement: Materials Samples**

Prior to the commencement of any construction works above ground level, full details including samples of the materials to be used in the construction of the external surfaces of the building shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.



**Reason:** To ensure that the appearance of the external surfaces is appropriate in accordance with policy 3/14 of the Cambridge Local Plan 2006 and policy DP/2 of the South Cambridgeshire Development Control Policies DPD 2007.

#### **15. Pre-Commencement: Construction Environmental Management Plan**

Prior to the commencement of development, a site Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall accord with and give effect to the principles for such a Statement proposed in the revised Environmental Statement dated July 2017 submitted with the application, and shall include, but not be limited to the consideration of the following aspects of construction:

- a) Construction and phasing programme.
- b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.
- c) Construction working hours which shall only be carried out between 0800 hours to 1800 hours Monday to Friday inclusive, 0800 hours to 1300 hours on Saturdays and at no time on Sundays, Bank or Public Holidays.
- d) Prior notice and agreement procedures for works outside agreed limits.
- e) Delivery and collection times for construction purposes shall only be carried out between 0800 to 1800 hours Monday to Friday inclusive, 0800 to 1300 hours on Saturdays and at no time on Sundays, Bank or Public Holidays.
- f) Construction noise and vibration report, including the following:
  - i. Noise impact assessment methodology, mitigation measures, monitoring and recording statements, in accordance with the provisions of BS 5228:2009 Code of Practice for noise and vibration control on construction and open sites.
  - ii. Maximum noise mitigation levels for construction equipment, plant and vehicles.
  - iii. Vibration impact assessment methodology, mitigation measures, vibration monitoring and recording statements in accordance with the provisions of BS 5228-2: 2009+A1:2014 Code of practice for noise and vibration control on construction and open sites.
- g) Dust management / monitoring plan and wheel washing measures. Non-Road Mobile Machinery (NRMM) demolition or construction works or similar, emissions standards, including a programme of measures to

minimise the spread of airborne dust from the site during the construction period.

- h) Prohibition of the burning of waste on site during demolition/construction.
- i) Temporary construction lighting
- j) Screening and hoarding details.
- k) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
- l) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
- m) External safety and information signing and notices.
- n) Consideration of sensitive receptors.
- o) Complaints procedures, including complaints response procedures.
- p) Membership of the Considerate Contractors Scheme.

The detail requested above shall include and expand upon, where necessary, the draft Construction Management Plan contained in Appendix F of the revised Environmental Statement (July 2017). Development shall be carried out in accordance with the approved details.

**Reason:** To ensure the environmental impact of the construction is adequately mitigated and in the interests of amenity of nearby residents/occupiers in accordance with policy CE/12 of the Cambridge East Action Plan 2008 and policy DP/6 of the South Cambridgeshire Development Control Policies DPD 2007..

## **16. Pre-Commencement: Piling**

Prior to the commencement of development, a foundation piling report/method statement shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail the type of piling and mitigation measures to be taken to (i) protect local residents from noise and/or vibration and (ii) protect local groundwater from contamination.

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 adjacent properties and to ensure that the proposed method does not harm groundwater resources, in accordance with Cambridge Local Plan 2006 policy 4/13, paragraph 109 of the National Planning Policy Framework and the Environment Agency's Groundwater Protection: Principles and Practice.

**17. Pre-Commencement - Archaeology**

Prior to the commencement of development, a written scheme of archaeological investigation shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

**Reason:** To ensure the implementation of an appropriate archaeological investigation, recording, reporting and publication, in accordance with policy 4/9 of the Cambridge Local Plan 2006, policy CE/18 of the Cambridge East Action Plan 2008 and policy CH/2 of the South Cambridgeshire Development Control Policies DPD 2007.

**18. Pre-Operation: Odour Management Plan**

Prior to the full operation (after commissioning) of the Ground Run Enclosure hereby approved, an Odour Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The measures set out in the Odour Management Plan shall be implemented accordingly.

**Reason:** To protect the amenity of the adjacent properties, in accordance with Cambridge Local Plan 2006 policies 4/13 and 8/12, policies DP/3 and NE/16 of the South Cambridgeshire Development Control Policies DPD 2007 and policy CE/27 of the Cambridge East Action Plan 2008

**19. Pre-Commencement: Pollution Control Scheme**

Prior to the commencement of development, a scheme for pollution control, including the disposal of surface and foul water drainage shall be submitted to, and approved in writing by, the Local Planning Authority. The scheme should demonstrate how clean water is separated from potential dirty water and how contaminated run off from inside the working area of the Ground Run Enclosure will be controlled and disposed of. The scheme shall be implemented as approved.

No infiltration of surface water drainage into the ground is permitted other than with the written consent of the Local Planning Authority.

**Reason** – In the interests of ensuring pollution control, in line with Paragraph 109 of the National Planning Policy Framework.

**20. Pre-Commencement – Drainage**

Prior to the commencement of development a detailed surface water

drainage scheme for the site, based on the Flood Risk Assessment (FRA) prepared by Black and Veatch (ref. 122287, version C) dated March 2017 and submitted with the application, shall be submitted to, and approved in writing by the Local Planning Authority. The detailed surface water drainage scheme shall include:

- i. Calculations to show the performance of the proposed storage feature for a range of summer and winter storm durations.
- ii. A management and maintenance plan for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker and/or any other arrangements to secure the operation of the scheme throughout its lifetime.

The scheme shall be fully implemented in accordance with the approved details before the development is completed

**Reason** – In the interests of ensuring pollution control, in line with Paragraph 109 of the National Planning Policy Framework.

## **21. Pre-Installation – Artificial Lighting Scheme**

Prior to the installation of any artificial lighting, an Artificial Lighting Scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include full details of any artificial lighting of the application site, including an artificial lighting impact assessment with predicted lighting levels at the nearest light sensitive receptor. Specific consideration shall be given to the identification of those areas/features on the application site that are particularly sensitive for bat species and that are likely to cause disturbance along important routes used to access key areas of their territory (for example, for foraging). The submitted details shall clearly identify how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bat species using their territory or having access to their breeding sites and resting places.

The proposals for artificial lighting must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light - GN01:2011 (or as superseded).

The approved lighting scheme shall be installed, retained and operated in accordance with the approved details, and shall be maintained thereafter in accordance with the scheme.

**Reason:** In the interests of ecology and amenity in accordance with policies 4/6, 4/7 and 4/15 of the Cambridge Local Plan 2006 and policies NE/6 and NE/14 of the South Cambridgeshire Development Control Policies DPD 2007.

**22. Pre-Commencement - Contaminated Land: Preliminary Contamination Assessment**

Prior to the commencement of development, the following information shall be submitted to and approved in writing by the Local Planning Authority:

- Desk study (carried out in accordance with current guidance) to include:
- Detailed history of the application site uses and surrounding area (including any use of radioactive materials)
- General environmental setting.
- Application site investigation strategy based on the information identified in the desk study, having regard to any intrusive works carried out to date.

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

**23. Pre-Commencement - Contaminated land: Site Investigation Report and Remediation Strategy**

Prior to the commencement of development, (with the exception of works agreed under Condition 22 above (Contaminated Land: Preliminary Contamination Assessment), the following shall be submitted to and approved in writing by the Local Planning Authority:

- (a) An investigative report for the application site 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 that may be affected, including those off site.
- (b) A proposed remediation strategy detailing the works required and how they will be undertaken in order to render harmless the identified contamination given the proposed end use of the site and surrounding environment, including any controlled waters. The remediation strategy shall contain a schedule of the proposed remedial works, setting out a timetable for all remedial measures that will be implemented.

The scheme shall be implemented as approved and in any event prior to the commissioning of the Ground Run Enclosure hereby approved (Condition 3 refers).

**Reason:** To ensure that any contamination of the site is identified and appropriate remediation measures agreed in the interest of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13 and Paragraph 109 of the NPPF.

**24. Pre-Operation - Implementation of Remediation**

Prior to the full operation (after commissioning) of the Ground Run Enclosure hereby approved, the remediation strategy approved under clause (b) of Condition 23 (Contaminated Land: Site Investigation Report and Remediation Strategy) shall be fully implemented on site, in accordance with the agreed schedule of works.

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

**25. Pre-Operation – Remediation Strategy Completion Report**

Prior to the full operation (after commissioning) of the Ground Run Enclosure hereby approved, the following shall be submitted to, and approved in writing by the Local Planning Authority:

A completion report demonstrating that the approved remediation scheme as required by Condition 23 (Contaminated Land: Site Investigation Report and Remediation Strategy) and implemented under Condition 24 (Implementation of Remediation) has been undertaken and that the application site has been remediated to a standard appropriate for the end use as identified in the site investigation report and remediation strategy.

Details of any post-remedial sampling and analysis, as defined in the approved material management plan required under Condition 26 (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.

**26. Prior to Importation or Reuse of Material: Material Management Plan**

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

- Details of the volumes, types and locations of material proposed to be imported or reused on the application site.
- Details of the volumes, types and locations of material arising from the application site and proposed to be imported or reused on the Cambridge Airport site.
- Details of the proposed source(s) of any imported or reused material.
- Details of the chemical testing for all material to be undertaken before placement onto the application site and the Cambridge Airport site.
- The results of the chemical testing which must show the material is suitable for use on the application site and the Cambridge Airport site.
- Confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the application site.

All works hereby approved shall be undertaken in accordance with the approved MMP and be implemented prior to the commissioning of the Ground Run Enclosure hereby approved (Condition 3 refers).

**Reason:** To ensure that no unsuitable material is brought onto the site and no unsuitable material is re-used in the interest of environmental and public safety in accordance with Cambridge Local Plan 2006 policy 4/13.

## **27. Unexpected Contamination**

If, during development, unexpected contamination is encountered which has not previously been identified, works shall immediately cease on site until the Local Planning Authority has been notified and the additional contamination has been fully assessed and remediation approved under Condition 23 above (Site Investigation Report and Remediation Strategy). The approved remediation strategy shall be fully implemented under Condition 24 (Implementation of Remediation) prior to the commissioning of the Ground Run Enclosure hereby approved (Condition 3 refers).

**Reason:** To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 policy 4/13 and paragraph 109 of the National Planning Policy Framework.

## **28. Pre-Operation of GRE - Noise Insulation**

Prior to the commissioning of the Ground Run Enclosure hereby approved, 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. The scheme shall be fully implemented before full operation (after commissioning) of the Ground Run Enclosure hereby approved.

**Reason:** To protect the amenity of workers in accordance with policies 4/13 and 8/12 of the Cambridge Local Plan 2006, policy CE/26 of the Cambridge East Action Plan 2008 and policy NE/15 of the South Cambridgeshire Development Control Policies DPD 2006.

**29. Pre-Operation of Ground Run Enclosure – Soft Landscape Works**

Prior to the commissioning of the Ground Run Enclosure hereby approved, details of soft landscape works shall have been submitted to and approved in writing by the Local Planning Authority. Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities and an implementation programme. All soft landscape works shall be fully implemented before operation (after commissioning) of the Ground Run Enclosure hereby approved. The works shall be carried out in accordance with the approved details and to a reasonable standard in accordance with the relevant recommendation of the appropriate British Standard or other recognised code of good practice. . Any trees or plants that, within a period of five (5) years after planting, are removed, die or become in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved.

**Reason:** In the interests of visual amenity and to ensure that suitable soft landscape is provided as part of the development in accordance with policies 3/4, 3/11 and 3/12 of the Cambridge Local Plan 2006 and policies DP/1, DP/2 and DP/3 of the South Cambridgeshire Development Control Policies DPD 2007.

**30. Pre-Operation of Ground Run Enclosure - Hedge Management Plan:**

Prior to the full operation (after commissioning) of the Ground Run Enclosure hereby approved, a hedgerow management plan shall be submitted to and approved in writing by the Local Planning Authority. The management plan shall include details of management responsibilities, hedge cutting method and profiles and management schedules. The approved plan shall be fully implemented before operation (after commissioning) of the Ground Run Enclosure hereby approved.

**Reason:** In the interests of visual amenity and to ensure that suitable soft landscape is provided as part of the development in accordance with policies 3/4, 3/11 and 3/12 of the Cambridge Local Plan 2006 and policies DP/1, DP/2 and DP/3 of the South Cambridgeshire Development Control Policies DPD 2007.



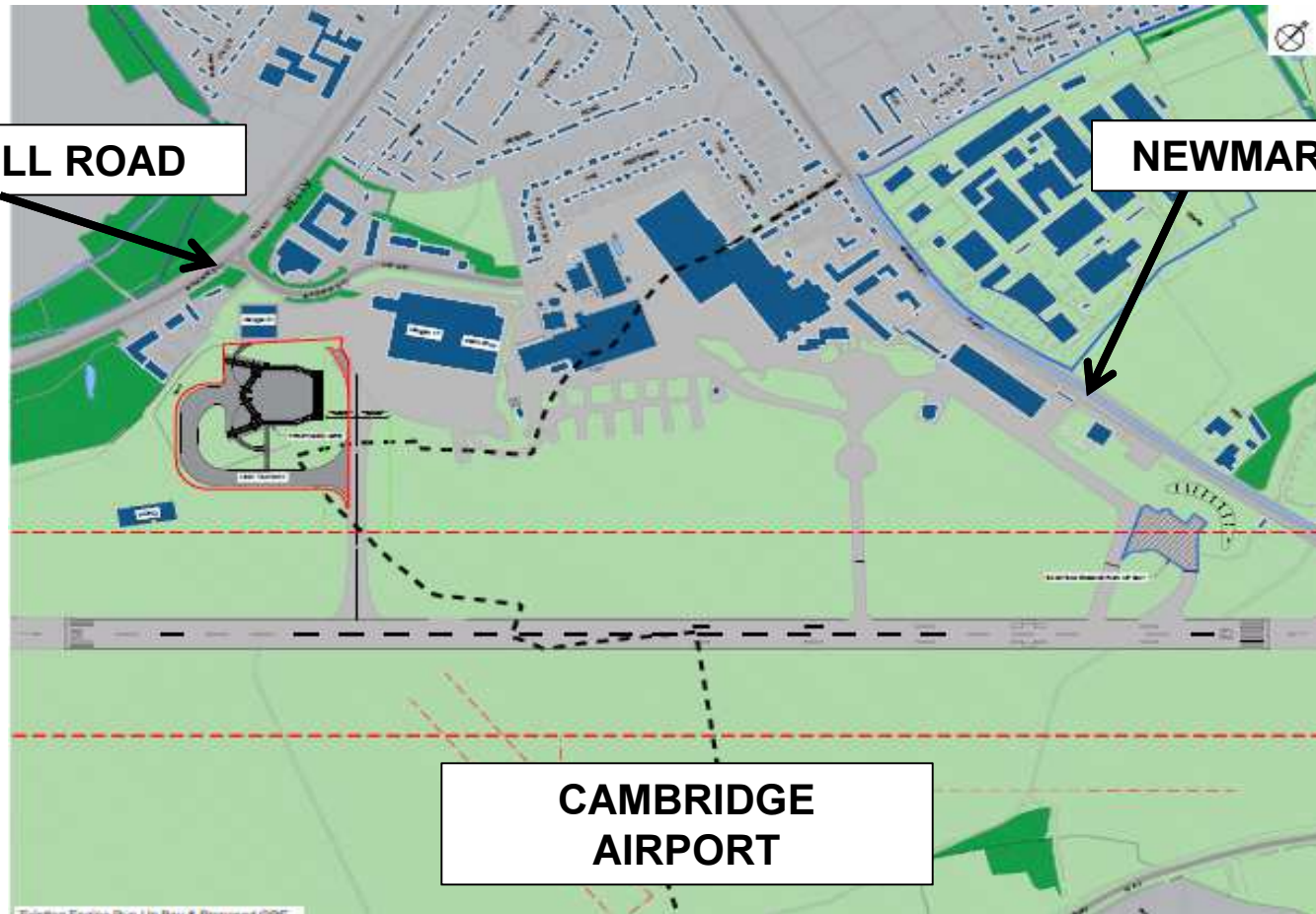
**31. Prior to Commencement of Development: Biodiversity Mitigation**

Prior to the commencement of development, details of an appropriately competent ecological clerk of works shall be submitted to and approved in writing by the Local Planning Authority. The appointed ecological clerk of works shall oversee the delivery of the biodiversity mitigation measures, which shall be implemented in accordance with the revised Environmental Statement (July 2017) submitted with the application.

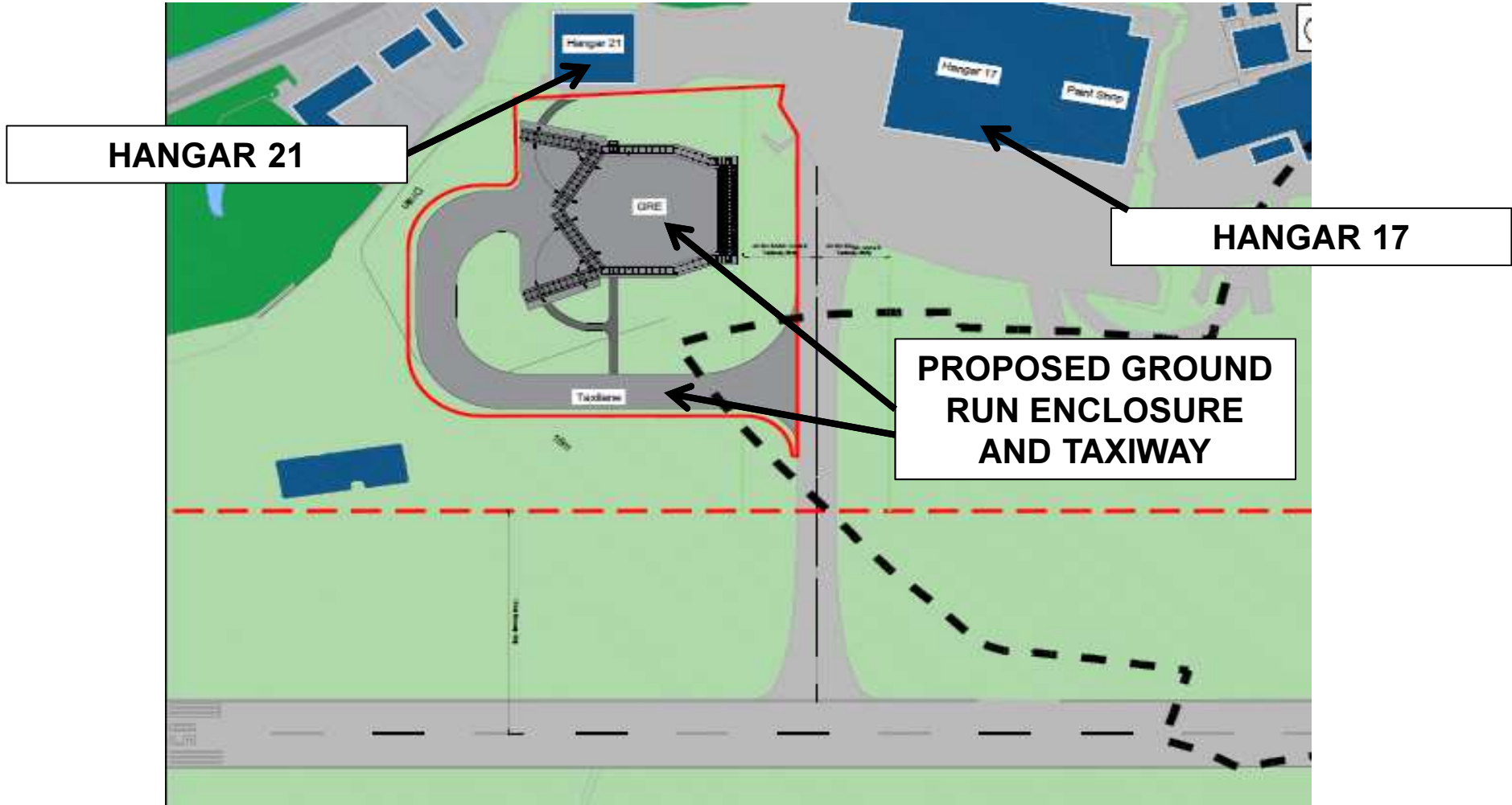
**Reason:** In the interests of ecology in accordance with policies 4/6 and 4/7 of the Cambridge Local Plan 2006 and policies NE/6 of the South Cambridgeshire Development Control Policies DPD 2007.

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# 16/2212/FUL – Cambridge Airport GRE Site Location Plan



# 16/2212/FUL – Cambridge Airport GRE Proposed Site Plan

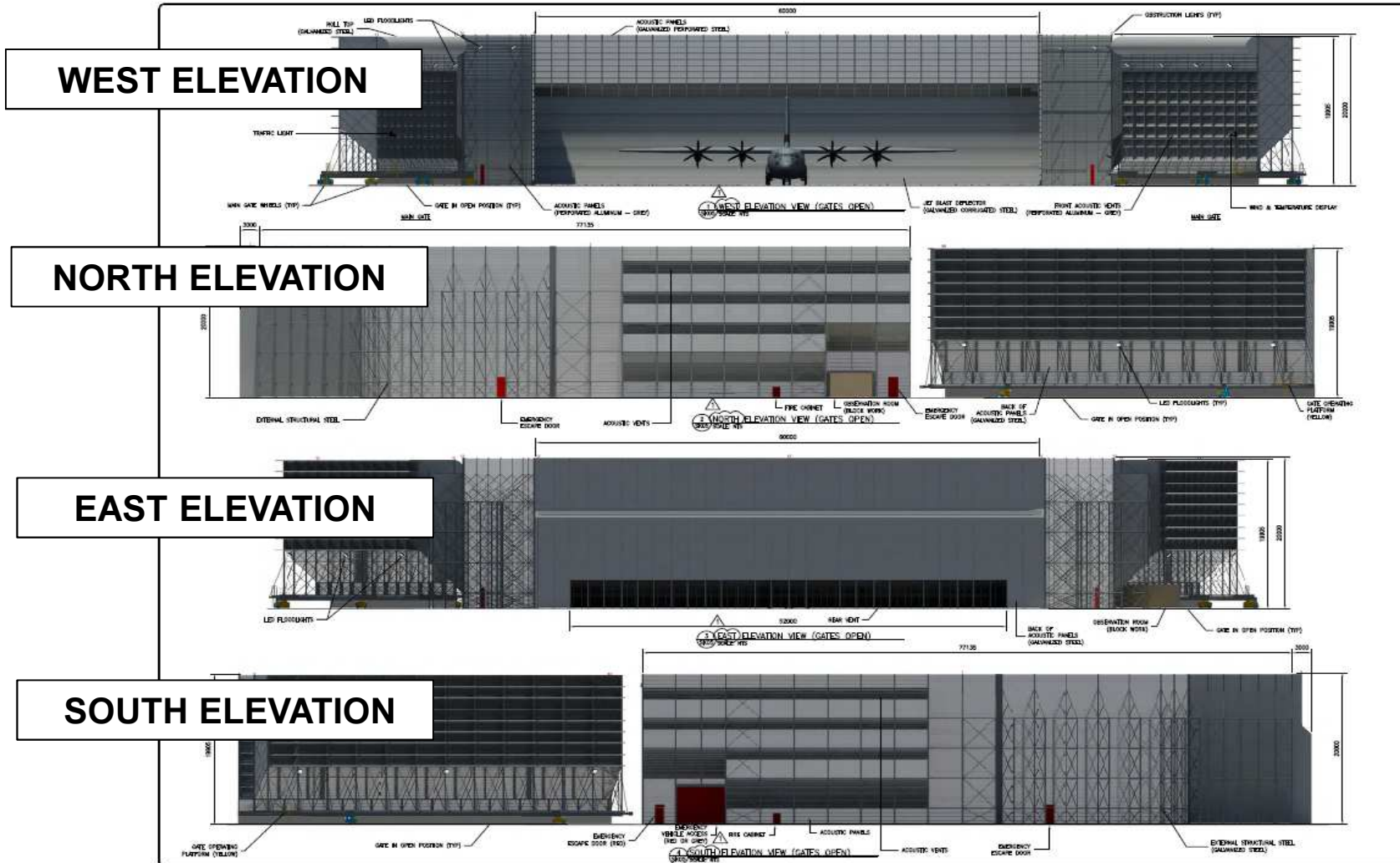


# 16/2212/FUL – Cambridge Airport GRE Proposed View towards Hangar 21 (Doors Closed)



# 16/2212/FUL – Cambridge Airport GRE Elevational Drawings (Doors Open)

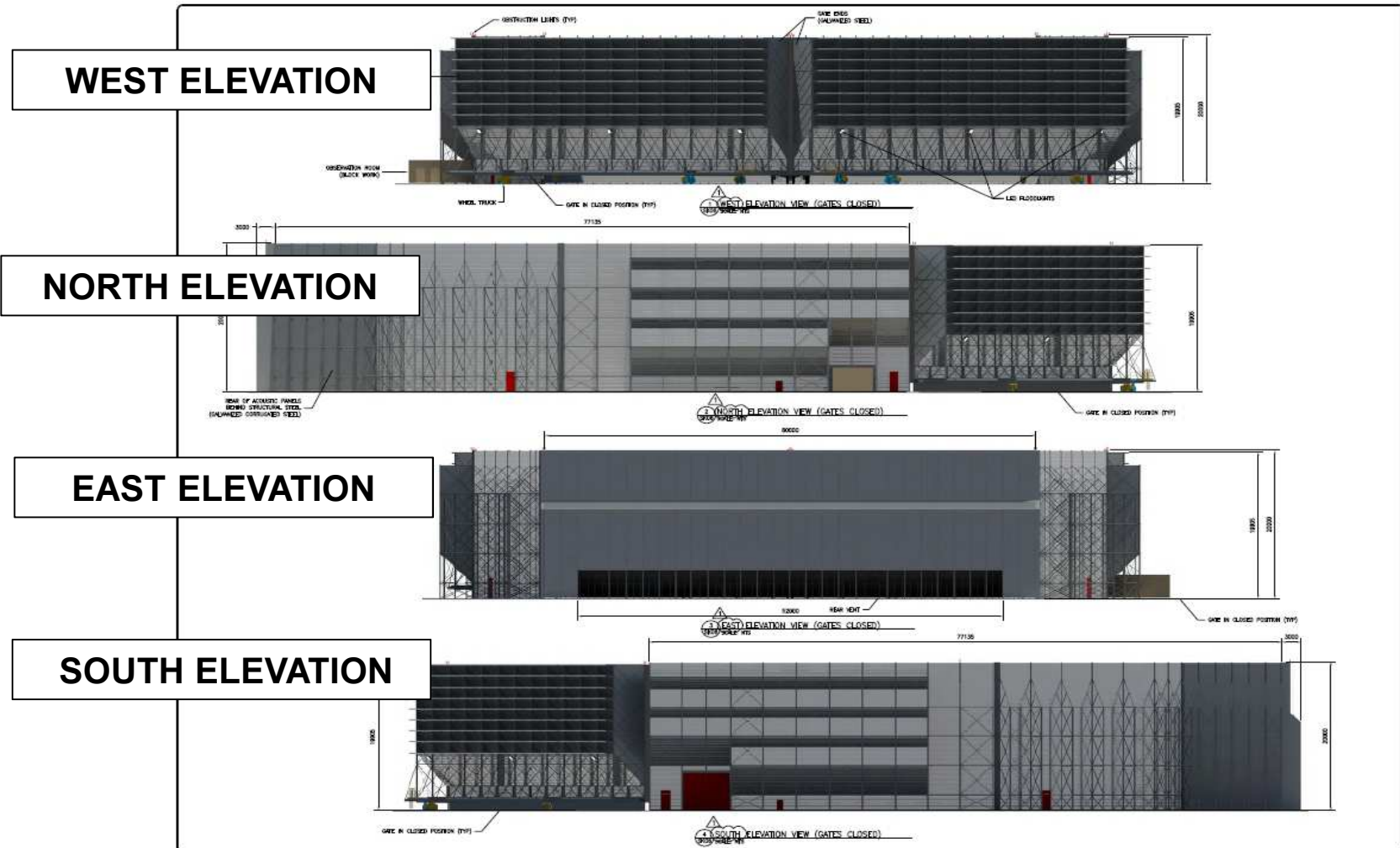
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# 16/2212/FUL – Cambridge Airport GRE Elevational Drawings (Doors Closed)

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# Agenda Item 5

## JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Joint Director of Planning and Economic Development

Date: 15 November 2017

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<b>Application Number</b>	S/2372/17/FL	<b>Agenda Item</b>	
<b>Date Received</b>	4 <sup>th</sup> July 2017	<b>Officer</b>	Katie Christodoulides
<b>Target Date</b>	27 November 2017 (Extension of time agreed)		
<b>Parish</b>	Milton		
<b>Site</b>	Land adjacent to Cambridge North Station, Milton Avenue, Cambridge		
<b>Proposal</b>	Erection of 217-bed hotel with ancillary ground floor retail (Use Class A1/A3) floor space, associated landscaping and public realm improvements and a 20 space car park		
<b>Applicant</b>	Brookgate Land Limited		
<b>Recommendation</b>	Approval		
<b>Application Type</b>	Major	<b>Departure:</b>	Yes

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The above applications have been reported to the Planning Committee for determination by Members in accordance with the Scheme of Delegation for the Joint Development Control Committee for the Cambridge Fringes.

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<b>SUMMARY</b>	<p>The proposed development on the site is considered in principle to be acceptable.</p> <p>This scheme complies with the general vision and development objectives of successful regeneration of the Cambridge Northern Fringe East area; modern commercial business needs and buildings, sustainable urban living, opportunities to create a well-connected and vibrant place and opportunities to enhance the environmental assets.</p> <p>The design and appearance of the proposed hotel is appropriate for the context and will make a positive contribution to the character and appearance of the area, creating attractive, high quality spaces.</p> <p>In terms of contaminated land, odour, air quality, construction and plant noise, officers are content that the safeguards are in place to protect the amenities of the area.</p> <p>The development achieves an appropriate level of car and cycle parking.</p>
<b>RECOMMENDATION</b>	APPROVAL SUBJECT TO CONDITIONS

### 1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The site is located in the southern corner of the former Chesterton Sidings site within Cambridge Northern Fringe East (CNFE), adjacent to the new Cambridge North Station.
- 1.2 Planning permission was secured in February 2015 for the reconfiguration and consolidation of the existing mineral processing and transfer operation and other works associated with the relocation of the former railway sidings. This realignment and freeing up of land enabled the provision of the Cambridge North Station in the

south-eastern corner of the former Chesterton Sidings site.

- 1.3 The Cambridge North Station comprises the station building adjacent to the railway line with a 1,000 space covered cycle park located to the south, Station Square to the west and a 450-space car park to the north.
- 1.4 The proposed site forms an irregular 'L' shape, measuring 0.79 hectares in area and is bound to the south by the Cambridge North Station, to the east by the railway line, to the north by the Station car park and to the west by the Station Square. Access to the site is by the new station access road, Milton Avenue which links the Station with Cowley Road to the north. The site has been cleared for the works associated with the Cambridge North Station, which was previously former railing sidings, characterized by open mosaic habitats interspersing between areas of aggregate storage and rail tracks.
- 1.5 Cambridge Northern Fringe East (CNFE) has been identified for redevelopment within successive local plans and is currently identified as an Area of Major Change under Policies SS/4 and 14 of the emerging South Cambridgeshire and Cambridge City Council Local Plans. These policies encourage high quality mixed use development, primarily employment led in CNFE which is to be established through the development of an Area Action Plan (AAP) for the site.
- 1.6 The site lies within Flood Zone 1 and within two designations by the adopted Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan, 2012, including the Cambridge Waste Water Treatment Works and Transport Safeguarding Zone.
- 1.7 The site lies within Milton Parish and the administrative boundary of South Cambridgeshire District Council.

## **2.0 THE PROPOSAL**

- 2.1 Full planning permission is sought for the erection of a 217 bedroom, 4 star hotel with hotel lobby bar and restaurant (713m<sup>2</sup>), ancillary ground floor retail use (160m<sup>2</sup>), a gym and swimming pool (363m<sup>2</sup>) and conference centre (525 m<sup>2</sup>) at first floor with associated landscaping, public realm improvements and a 20 space car park.
- 2.2 The application has been subject to pre-application discussions with officers. Comprehensive comments on the emerging scheme were provided and the applicant and their design team have largely amended their proposals to respond to the issues and suggestions made by officers.
- 2.3 The application is accompanied by the following supporting information:
  1. Design and Access Statement
  2. Planning and Consultation Statement
  3. Archaeological Watching Brief and Test Pit Evaluation Report
  4. Noise Assessment
  5. Ecological Impact and Ecological Statement
  6. Transport Assessment
  7. Framework Travel Plan
  8. Landscape Design Statement
  9. Construction Traffic Management Plan
  10. Surface and Foul Water Drainage Strategy
  11. Ventilation Statement
  12. Sustainability Statement

- 13. Phase 1 Geotechnical and Geo-environmental Preliminary Risk Assessment
- 14. Health Impact Assessment
- 15. Utilities Statement
- 16. Odour Assessment
- 17. Air Quality Assessment

2.4 Amended plans and documents comprising of tree details, landscaping, a drainage update, elevation update, further townscape view, noise assessment addendum, ecology details and amendment to transport details were received on 4 September 2017.

### **3.0 RELEVANT SITE HISTORY**

3.1 S/3102/15/FL / 15/2317/FUL – A new 450 sq m station building and associated infrastructure, including 450 space rail station car park, 1000 cycle park, main vehicular access road to the station and creation of access route to the Guided Busway, pedestrian and cycle links to surrounding areas and extension to the Cambridge Guided Busway into the site along the alignment of the former St Ives Branch Line - (APPROVED).

3.2 S/1236/15/FL / 15/0994/FUL - Proposed Development for a new 450 sq m station building (including passenger waiting facilities, toilets, staffed ticket office, shop unit(s), amenity space, rail staff accommodation and facilities), two main line platforms (254m with the provision for extension to 270m in length and capable of accommodating a 12 car train) and a bay platform, a pedestrian cycle bridge linking the station building and platforms over the main line, a landscaped 450 space car park and 1000 cycle park, new pedestrian and cycle links to surrounding areas, and the extension of the bus lane and cycle route from the Cambridge Guided Busway into the site along the alignment of the former St Ives Branch Line - (APPROVED).

3.3 S/1497/13/CM - Proposed Development for a new 450 sq m station building (including passenger waiting facilities, toilets, staffed ticket office, shop unit(s), amenity space, rail staff accommodation and facilities), two main line platforms (270m in length and capable of accommodating a 12 car train) and a bay platform, a pedestrian cycle bridge linking the station building and platforms over the main line, a landscaped 450 space car park and 1000 cycle park, new pedestrian and cycle links to surrounding areas, and the extension of the bus lane and cycle route from the Cambridge Guided Busway into the site along the alignment of the former St Ives Branch Line – (APPROVED).

### **4.0 PUBLICITY**

Advert (Major/Departure) – Yes  
 Site Notice – Yes  
 Adjoining Owners/Occupiers – Yes

### **5.0 POLICY**

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

5.1 The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for England. These policies articulate the Government's vision of sustainable development, which

should be interpreted and applied locally to meet local aspirations. The document was published on 27 March 2012 and immediately became a material consideration for planning applications. It replaces PPGs and PPSs, and other guidance. The document encourages positive, balanced decisions, emphasizes the primacy of the Development Plan and local decision making.

### **Local Development Plan Policy**

#### **5.2 Local Development Framework, Core Strategy, Development Plan Document 2007**

ST/3 Re-Using Previously Developed Land and Buildings

#### **5.3 Local Development Framework, Development Control Policies 2007**

DP/1 Sustainable Development  
DP/2 Design of New Development  
DP/3 Development Criteria  
DP/4 Infrastructure and New Development  
DP/6 Construction Methods  
DP/7 Development Frameworks  
SF/6 Public Art and New Development  
NE/1 Energy Efficiency  
NE/2 Renewable Energy  
NE/3 Renewable Energy Technologies in New Development  
NE/4 Landscape Character Areas  
NE/6 Biodiversity  
NE/9 Water and Drainage Infrastructure  
NE/11 Flood Risk  
NE/12 Water Conservation  
NE/14 Lighting Proposals  
NE/15 Noise Pollution  
NE/16 Emissions  
CH/2 Archaeological Sites  
TR/1 Planning for More Sustainable Travel  
TR/2 Car and Cycle Parking Standards  
TR/3 Mitigating Travel Impact  
TR/4 Non-motorised Modes

#### **5.4 South Cambridgeshire LDF Supplementary Planning Documents (SPD)**

District Design Guide - Adopted March 2010  
Biodiversity- Adopted January 2009  
Landscape in New Developments – Adopted March 2010  
Public Art- Adopted January 2009  
Health Impact Assessment- Adopted March 2011  
Open Space in New Developments-Adopted January 2009

#### **5.5 Cambridge Local Plan 2014 Proposed Submission**

Policy 60  
Appendix F Tall Buildings and the Skyline

#### **5.6 Cambridgeshire and Peterborough Minerals and Waste Core Strategy 2011**

CS23 Sustainable Transport of Minerals and Waste  
CS31 Waste Water Treatment Works Safeguarding Areas

## 5.7 **Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan 2012**

SSP T2C – Cambridge Northern Fringe (Aggregates Railhead)

### **Emerging Planning Policy**

- 5.8 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 South Cambridgeshire, therefore, the emerging Local Plan 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 Local Plan.

For the application considered in this report, the following policies in the emerging plans that carry limited weight are:

## 5.9 **South Cambridgeshire Emerging Local Plan Policies**

S/3 Presumption in Favour of Sustainable Development  
S/5 Provision of New Jobs and Homes  
S/7 Development Frameworks  
SS/4 Cambridge Northern Fringe East and land surrounding the proposed Cambridge Science Park Station  
CC/1 Mitigation and Adaptation to Climate Change  
CC/3 Renewable and Low Carbon Energy in New Developments  
CC/4 Sustainable Design and Construction  
CC/6 Construction Methods  
CC/8 Sustainable Drainage Systems  
CC/9 Managing Flood Risk  
HQ/1 Design Principles  
HQ/2 Public Art and New Development  
NH/2 Protecting and Enhancing Landscape Character  
NH/4 Biodiversity  
NH/14 Heritage Assets  
E/9 Promotion of Clusters  
SC/2 Health Impact Assessment  
SC/10 Lighting proposals  
SC/11 Noise Pollution  
SC/12 Contaminated Land  
SC/13 Air Quality  
SC/15 Odour and Other Fugitive Emissions  
T1/1 Chesterton Rail Station and Interchange  
TI/2 Planning for Sustainable Travel  
TI/3 Parking Provision  
T1/8 Infrastructure and New Developments

## 5.10 **Status of Proposed Submission - Cambridge Northern Fringe East Area Action Plan**

South Cambridgeshire District Council and Cambridge City Council have finished examination of their Local Plans by Laura Graham on behalf of the Secretary of State. The Authorities have included in their plans an intention to produce an Area Action Plan (AAP) to guide re-development of land within the

Cambridge Northern Fringe East Area within which the proposed development is situated. The consultation on the Issues and Options Report closed on 2 February 2015. With papers presented to the Joint Strategic Transport and Spatial Planning Committee on 16<sup>th</sup> November 2015 to take forward two potential options for the development. The AAP is still under preparation; however it will establish the quantum of development, site capacity, viability, time scales and phasing of development within the action plan area. Once adopted, this will form part of the Development Plan for South Cambridgeshire District Council. Policy 14 of the emerging Cambridge Local Plan and Policy SS/4 of the emerging South Cambridgeshire Local Plan aim to create a vibrant and successful employment led, mixed use neighbourhood, shaped as a whole by the community. Given the status of the emerging AAP, it can only be given very limited weight.

#### 5.11 Cambridge City Emerging Local Plan Policies

Policy 14: Northern Fringe East and land surrounding the proposed Cambridge Science Park Station Area of Major Change

### 6.0 INTERNAL CONSULTATIONS

The views of the consultees are summarised as follows:

- 6.1 **Urban Design Officer** - The overall approach to the built form and layout is considered appropriate for this location, and the application is broadly acceptable in design terms. Requests information on public art, signage and design of the canopies.

#### Comments on amended application

No objections to the proposal subject to conditions in regard to samples of materials, brickwork details, doors and window details, balustrade details, coping details, masonry, entrance canopies, lighting and solar panels.

- 6.2 **Ecology Officer**- Requests the following issues to be resolved before determination, there are inconsistencies between the agreed ecological enhancements for the station and this proposal, consideration of removal of loose earth on the green and brown roofs to reduce exposure to wind and scrub fringe/ivy should be included in the scheme.

#### Comments on amended application

Broadly accepting of response to previous comments. Comments that there is a need to establish where nesting and roosting boxes are to be placed within the building, requests pre-commencement condition for mitigation area to be retained in a suitable location, clarification of planting scheme to rely less on ornamental species to more on native species, and secure 15 year period of monitoring and management for habitats.

- 6.3 **Landscape Officer**– Requests conditions in regard to hard and soft landscaping, tree pit details, green roof details and additional information is provided in regard to the temporary car park. Requests additional information in terms of a photomontage and view point analysis from Ditton Meadows of the proposal, clarification on the red line boundary and more information on the temporary car park.

#### Comments on amended application

The development proposal is acceptable subject to conditions in regard to hard and soft landscaping, tree pit details and green roof full details. The hotel building will be visible from the southern aspects of Ditton Meadows as shown in View 12. Visibility is high but the overall impact is reasonably low and causes minimal harm to the setting of Ditton Meadows.

- 6.4 **Environmental Health**– Raises concerns regarding the reflection of noise and impact on nearby neighbours. Requests detailed modelling will be required to demonstrate concerns regarding reflections and additional traffic have been adequately assessed and any adverse impacts fully addressed. Notwithstanding this comment, conditions are recommended in regard to construction environmental management plan, odour, lighting, renewable energy strategy and waste management.

#### Comments on amended application

Having considered the Noise Assessment Addendum, the information is sufficient to demonstrate the adverse effects from noise will either be negligible or remain unchanged by nearby receptors.

Having considered the issues of noise and dust, the proposed buildings are capable of being development with a satisfactory level of amenity provided. The impact from dust deposition at parts of the car park will occur but will on an occasional basis.

- 6.5 **Environmental Health (Contamination)** – A copy of the preliminary risk assessment has been received and consideration of the implications of the proposals. The site had a mixed history of potentially contaminative uses, mostly historical railway land. A condition is recommended requiring further work in terms of investigation and recording of contamination, a remediation statement and verification report.

#### Comments on amended application

Previous comments as before.

- 6.6 **Air Quality Officer**- The Air Quality Assessment and Transport Assessment have been reviewed and there are no objections to the proposed development on the basis of impacts to or from air quality. Requests the addition of conditions in regard to electric vehicle charging, low NOx boilers and Combined Heat and Power for heating and hot water.

- 6.7 **Sustainability Officer**– The proposal is acceptable subject to conditions in regard to design stage certification, post construction certification, renewable and low carbon energy implementation. Requests additional information is provided in terms of revised elevation materials to show the vertically hung photovoltaic panels to the plant screen.

#### Comments on amended application

The elevation drawing now shows the location of the photovoltaic panels which are to be fixed to the plant screen at roof level. This approach is supported.



6.8 **Traveller Liaison Officer-** No comments received

6.9 **EXTERNAL CONSULTATIONS**

The views of the consultees are summarised as follows:

6.10 **Cambridgeshire County Council (Transport Assessment Team)** - Requests a holding objection until further information is submitted to address outstanding issues.

Comments on amended application

Objects to the proposal until further details are provided for the distribution and assignment, junction modelling and details of mitigation for Milton Road to accommodate the impacts of this development have been provided.

Recommends approval subject to details in regard to mitigation for a new bridge over the First Public Drain to improve north and south links along Cowley Road, and a new footway from Cowley Road Business Park.

6.11 **Cambridgeshire County Council (Lead Highways Development Management Engineer)** - The proposal creates a risk and hazard that falls outside those that would normally be encountered by users of the highway. The ground floor bar and restaurant seek external tables and chairs, which would obstruct the passage of pedestrians and cyclists within the shared space of the station square.

Comments on amended application

Previous concerns and comments still apply. Unless enforcement for the safe and convenient use of the pedestrian and cycle routes by the landowner is effective, movement of the public will be adversely impacted.

6.12 **Cambridgeshire County Council (Archaeology)** – No objection to the proposed development and would not consider archaeological works to be necessary in connection with this application.

6.13 **Lead Local Flood Authority** – Objects the proposal on the grounds of no demonstration that the existing agreed impermeable area will be able to manage the proposed surface water drainage of the scheme and how surface water will be managed for land to the south of the car park.

Comments on amended application

No evidence regarding the legal agreement has been provided, with no reassurance the existing drainage within the Cambridge North Station will be retained and maintained. The 1 in 100 plus 40% climate change event will result in some flooding in the Cambridge North Station boundary. The addition of the hotel and office into the existing drainage system will result in a system at capacity. The concerns relate to the long-term maintenance and liabilities associated with flooding, subject to a condition ensuring the attenuation will exist and be maintained for the lifetime of the development then there are no objections.

6.14 **Cambridgeshire County Council Minerals and Waste Officer-** Requests that a dust assessment and consideration of the Tarmac railhead which is subject of the Transport Safeguarding Zone

#### Comments on amended application

The proposed buildings are capable of being developed with a satisfactory level of amenity provided. Due to the location of the two identified potential sources, they are unlikely to result in a cumulative impact at the proposed car park as deposition will occur downwind of their sites. The effects of noise can be mitigated against by the use of good acoustic design.

#### **6.15 Cambridge City Council as An adjoining LPA:**

- 6.16 Urban Design Officer** - suggests conditions in regard to material samples, sample panel, roof details, window and glazing and requests further information on the northern elevation of the hotel and its appearance and drop off spaces for the hotel outside the entrance.

Comments on amended application

Concerns have been resolved in terms of location of the drop off spaces and back of house arrangements.

- 6.17 Cambridge City Council Planning Policy Officer-** No objections.

- 6.18 Cycling and Walking Officer**– The proposed is unacceptable and should be refused as there is no continuous route from the development along Cowley Road as a footway is missing on the north east side of Cowley Road. There appears to be no cycle parking for visitors or the staff of the retail unit. Cycle parking for the hotel staff is not conveniently located with no direct access into the building. Broxap powder coated racks should not be used.

Comments on amended application

6.39 The proposal is still unacceptable as there is no continuous pedestrian route from this development along Cowley Road. The pedestrian route will be constrained by table and chairs, making it difficult for pedestrians. Concerns raised regarding cycle parking for visitors, the location of staff cycle parking and proposed rack design.

- 6.19 Drainage Officer** – The development proposal is unacceptable. The proposals increase flood risk due to no attenuation being provided for the hotel which will compromise the surface water drainage strategy for the station.

#### Comments on amended application

If these applications are to be considered to be part of the Cambridge North Station site and are conditioned adequately to ensure that surface water attenuation will be retained for the lifetime of the development then on technical grounds, the submitted information is accepted as to not causing an increase in flood risk.

- 6.20 Accessibility Officer-** Supports the disability panel comments. Recommends that the proposal meets BS8300, leisure, fitness machines, changing rooms and the swimming pool should meet Sport England Access Guidance and the entrance revolving door should be powered. Recommends that the proposal should have a fire fighting and excavation lift.

- 6.21 **Cambridgeshire Constabulary (Architectural Liaison Officer)** – Requests a condition for external lighting.

Comments on amended application

Previous comments still stand.

- 6.22 **Historic England**– Considers that the proposed development would harm the significance of the Fen Ditton Conservation Area, including Stourbridge Common and the relationship between Cambridge and the surrounding countryside.

Comments on amended application

Previous recommendation still stands. Objects to the proposal on the harm to the Fen Ditton Conservation Area, including Stourbridge Common and the relationship between Cambridge and the surrounding countryside.

- 6.23 **Natural England** - No objections.

Comments on amended application

No comments to make on the application.

- 6.24 **Cambridgeshire Fire and Rescue Service** – Adequate provision should be made for fire hydrants by way of Section 106 Agreement or planning condition.

- 6.25 **Environment Agency**– No objection in principle and comments that the site is underlain by Gault Formation (Mudstone) of the Selborne Group which is considered as unproductive strata due to the high clay content and low permeability. The majority of the site is overlain by River Terrace deposits, considered as a secondary aquifer. There is the potential for pollutant linkages and further investigation is required. Requests conditions in regard to groundwater and contamination, historic contamination, surface water scheme, no use of penetrative methods, materials management plan and informatives in terms of surface water drainage, foul water drainage and pollution prevention.

Comments on amended application

No further comment to add to the previous response.

- 6.26 **Wildlife Trust**– No comments received.

- 6.27 **Anglian Water**– Requests a condition in regard to foul water strategy and informatives in regard to trade effluent.

- 6.28 **Highways England**- Offers no objection.

Comments on amended application

Previous recommendation remains.

- 6.29 **Council for British Archaeology**- No comments received.

- 6.30 **Cambridge Cycling Campaign**- Objects to the proposal as it suggests cyclists would need to dismount on the cycle way. The proposed cycle store is too small and cramped.

- 6.31 **Cambridge Guided Busway**- No comments received.
- 6.32 **Bramblefields LNR Friends Group** -No comments received.
- 6.33 **Nuttfild Road Allotments**- No comments received.
- 6.34 **Cambridge Past, Present & Future** – Recommends refusal on the grounds of the development being premature as they have come forward before the completion of the Area Action Plan for the Cambridge Northern Fringe East (AAP) as proposed in the emerging Local Plan.
- 6.35 **Cambridge Airport**- No comments received.

## 7.0 PARISH COUNCIL AND NEIGHBOUR REPRESENTATIONS

- 7.1 **Milton Parish Council** – No recommendation and no further comment. Previous comments of no recommendation and comments that the design of the hotel appears overbearing and landscaping should be adequate to soften the appearance of the hotel.

### 7.2 Comments on amended application

No recommendation and no further comment.

- 7.3 **Fen Ditton Parish Council (neighbouring parish)** – Broadly supports with its objective of enhancing the area of the new railway station. Objects to the scheme and comments that details to be addressed are the recognition of the importance of Ditton Meadows and Stourbridge Common as water meadows, concern is raised regarding the impact from operational lighting, lighting and visual intrusion with reduced vegetation screens, noise impact in Fen Ditton from the reflectance off the hotel.

- 7.4 Representations have been received from local residents and the following comments have been received:

- Concern regarding visual impact, noise, height, out of proportion with surroundings, visibility, light pollution, overlooking of neighbours at Long Reach Road.
- Loss of ecological mitigation approved as part of the station proposal.
- No footway or cycleway along the busway link road.
- There is only one side access to the east end of Cambridge Business Park.
- Inadequate car and bike parking for the hotel and staff.
- Loss of privacy and light to Sunningdale Caravan Park.
- Impact on television aerials to Sunningdale Caravan Park.

- 7.5 The application was reported to the Cambridgeshire Quality Panel on the following dates – 8<sup>th</sup> February 2017 and 10<sup>th</sup> April 2017. A summary of the QP response is contained in Section 11 and the full QP response is attached at Appendix 2.

## 8.0 ASSESSMENT

- 8.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The

NPPF constitutes guidance for local planning authorities and is a material consideration in planning decisions. For decision-taking this means approving development proposals that accord with the development plan.

8.2 The planning system should promote sustainable growth which has three dimensions. The first of these is an economic role, contributing to building a strong responsive and competitive economy, ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation and by identifying and coordinating development requirements, including the provision of infrastructure. The NPPF puts significant weight on the need to support economic growth. Secondly a social role supporting vibrant communities, creating high quality development with accessible local services reflecting the needs of the community. Thirdly an environmental role in protecting and enhancing our natural, built and historic environment, helping improve biodiversity, foster prudent use of resources, minimize waste and pollution whilst moving towards a low carbon economy.

8.3 From the consultation responses and representations received and from inspection of the site and the surroundings, the assessment has been structured under the following headings:

1. Principle of development
2. Environmental Impact Assessment
3. Visual and Historic Impact
4. Neighbour Amenity
5. Accessibility
6. Transport and Access
7. Car and cycle parking
8. Refuse/ Servicing
9. Trees and Landscaping
10. Ecology
11. Renewable Energy/ Sustainability
12. Flooding/Drainage
13. Noise
14. Air Quality
15. External lighting
16. Ventilation
17. Contamination
18. Public Art
19. Archaeology
20. Fire Safety
21. Argument of Prematurity

## **9.0 Principle of the development**

9.1 The site lies within the Development Framework for Cambridge North Fringe and Chesterton Fen Road. Policy DP/7 Development Frameworks of the Development Control Policies, DPD permits the development and redevelopment of unallocated land and buildings within development frameworks. The emerging South Cambridgeshire and Cambridge City Local Plans, Policies SS/4 and 14 identify Cambridge Northern Fringe East as an area for major change which will enable the creation of a revitalised, employment focussed area centred on a new transport interchange, with the area allocated for high quality mixed use development, primarily employment within Use Classes B1 (Business), B2 (General Industry) and B8 (Storage or Distribution) as well as a range of

supporting uses, commercial, retail and residential. A joint Area Action Plan is being prepared in accordance with these policies in which the amount of development, site capacity, viability, time scales and phasing of development will be established. An Issues and Options Report was subject to public consultation from December 2014 to February 2015, papers were presented to the Joint Strategic Transport and Spatial Planning Committee in November 2015 to take forward two potential options for the development of CNFE. The two refined options that have been formulated are Option 2A 'Medium Level of Redevelopment' and Option 4A 'Maximum Level of Redevelopment'. Following this, there have been delays in the Local Plan examination process and delays to the AAP progress therefore timeframes for its publication remain uncertain.

- 9.2 The National Planning Policy Framework seeks a presumption in favour of sustainable development. The site lies adjacent to Cambridge North Station and is highly sustainable in terms of transport links in addition to the rail links the site benefits from good bus links, the Guided Bus, cycle and pedestrian links serving the local and wider area. The site lies close to local services and Cambridge City Centre. The emerging policies and the NPPF seek to re-use land that has been previously developed to achieve each of the economic, social and environmental dimensions of sustainable development.
- 9.3 This proposal comes forward as part of the first phase of redevelopment of the former Chesterton Sidings site to create a place with economic and social activity around the new station, acting as a catalyst for the regeneration of the wider site for the future. It is recognised that this proposal comes forward ahead of the adoption of the AAP, alongside the current proposed office scheme. Notwithstanding the above, it is considered that these schemes will meet the purpose of the CNFE AAP by providing high quality employment led mixed use development which will help to meet the long term growth needs of Cambridge. Given the size and scale of the proposal, and that it would provide employment and retail within the existing station area which is of an appropriate size and scale to not impact significantly on the area and wider area, the proposal coming forward at this early stage is considered appropriate. Further redevelopment of the area is expected and this would be following the adoption of the AAP.

## **10.0 Environmental Impact Assessment**

- 10.1 A Screening Opinion was issued by South Cambridgeshire District Council on 26 April 2017. The screening Opinion concluded that the proposed development was not EIA development as it was unlikely to have significant effects on the environment.

## **11.0 Visual and Historic Impact**

### ***Context of site and building height***

- 11.1 The proposed building lies to the east and north of the station square, forming an L-shaped footprint. The building comprises of a five storey southern wing and seven storey northern wing, wrapping around the station square. The five storey wing would relate to the lower station building with the seven storey wing relating to the scale of the proposed office building currently proposed under planning application S/2403/17/FL at seven storeys in height. In addition, the proposed seven storey northern wing reinforces the key gateway and entrance to the station square. The proposed height and scale of the hotel is designed to define and frame the station square, being an appropriate scale for this space, reinforcing the civic presence.

- 11.2 The proposed higher northern wing will measure 23 metres in height excluding the plant which totals 25 metres. The lower southern wing will be 17.5 metres in height excluding the plant which totals 19 metres. Representatives have been received in which concern is raised regarding the height of the proposal and visual impact on the surrounding area, including one from Historic England who raise particular concern about harm to the significance of the Fen Ditton Conservation area, including Stourbridge common and the relationship between Cambridge and the surrounding countryside. It is acknowledged that the proposed height of the hotel will be higher than the surrounding buildings, however given the differentiation of the southern and northern wings and the need for buildings to frame the Station Square and be of a sufficient scale to do this, in addition, the height provides a city form that establishes a new urban status for this area. The proposed height is considered acceptable.
- 11.3 A Townscape View Analysis document was submitted with the application in which a visual assessment has been taken from 11 viewpoints. An Amended Townscape View Analysis was submitted 4 September 2017 in which an additional view has been provided from Ditton Meadows. It is observed from this document that views of the upper part of the hotel will be possible from certain viewpoints, with viewpoint 12 at Ditton Meadows being quite prominent. The visibility of the development in this location is predominantly due to site clearance that has taken place at a site located between the application site and the river which has resulted in a gap where the application site and the existing station building are visible. Significant landscaping mitigation has been secured under the Hayling House, Fen Road application 16/0617/FUL secures mitigation landscaping which officers consider will mitigation and minimise the views of the Hotel from Ditton Meadows. Therefore, on balance it is considered that the proposal would not have a significant visual impact, resulting in harm on any of the viewpoints.
- 11.4 The massing and height of the building is appropriate to its context and complies with Policies DP/2 and DP/3 of the Local Development Framework.

### **Historic Impact**

- 11.5 The site lies outside of any designated heritage assets. 500 metres to the south east of the site within Cambridge City Council administrative boundary lies the Central Cambridge Conservation Area which forms Stourbridge Common and Ditton Meadows which are designated Green Belt and City Wildlife and Local Nature Reserves. As discussed above, an additional landscape view point from the south western point of Ditton Meadows was requested to form part of the submitted visual impact assessment.
- 11.6 400 metres to the east and south of the site lies the River Cam which forms the boundary to Fen Ditton Conservation Area. Within Fen Ditton lies Grade I and II\* listed buildings. Historic England have raised concern that the proposal would introduce modern buildings of a greater scale which would result in harm to the historic significance of the Conservation Area, and the relationship between Fen Ditton Conservation Area, Stourbridge Common and Cambridge visually.
- 11.7 The proposal has been assessed in terms of its impact on these heritage assets and it is acknowledged (as discussed above) that views of the proposed hotel building will be seen from a limited part of Ditton Meadows. Officers consider that the Hotel will not be visible from Fen Ditton Conservation area, therefore there is no significant impact on Fen Ditton Conservation area. The proposal won't be significantly higher or visible when viewed in relation to existing trees,

landscaping and the existing station. The proposal would lead to less than substantial harm, with the public benefits of the scheme being the economic and social improvement to the area through provision of services and employment, social improvement of leisure and retail facilities and environmental improvements of re-use of previously developed land, ecological enhancements, sustainable design and accessibility by non-car means of travel.

- 11.8 The proposal would therefore accord with Policies DP/1, DP/2 and DP/3 of the Local Development Framework and paragraphs 128, 131 and 134 of the National Planning Policy Framework.

***Design and use of materials***

- 11.9 The proposed design comprises of a flat roof which provides a contemporary appearance, leading to a balanced massing with the flat roof proposed for the adjacent office building. The southern wing has a horizontal emphasis with windows positioned off centre at the lower southern wing to emphasise horizontality and that they will be viewed along the square, with windows in the northern wing being positioned centrally to create a subtle variation and vertical emphasis.
- 11.10 The rounded corner of the hotel which faces onto Milton Avenue creates a soft transition and visual interest to this key focal point when arriving from the boulevard to station square. At ground floor within the western sector of the building which comprises the central core, the proposal accommodates the reception, lobby, bar, restaurant and gym, with 32 bedrooms at first floor. Within this central core lies three entrances under canopies with a glazed frontage to create an active frontage along station square. Within the north sector lies the proposed retail unit at ground floor with the conference centre at first floor.
- 11.11 The proposed materials and design will be from a mixed palette of red coloured brickwork. A contrasting brick is proposed for the base of the northern wing, with chamfered window surrounds of which the materials will be either glazed brickwork or reconstituted stone to the sides of the windows. Two large vertical hit and miss brick panels are proposed in front of the stair cores at the northern and southern ends of the building. The brickwork is backlit to illuminate and highlight its use, with proposed Flemish bond which will allow this pattern and provide texture to the appearance. Bronze coloured metal is proposed for all the metalwork including the sills, heads, windows and doors.
- Cambridgeshire Quality Panel
- 11.12 The Cambridgeshire Quality Panel reviewed the scheme on 8<sup>th</sup> February and 10<sup>th</sup> April; 2017. The scheme was amended between the two Quality Panel meetings.

**Issues and Recommendations of Quality Panel.**

<b>Quality Panel issues and recommendations</b>	<b>Officer Response</b>
Could the hotel canopy design be more meaningful. The roof projection works well on the office, but the hotel does not need it.	The continuous low level canopy was removed and replaced by a canopy above the entrance and one above the access to the gym signalling the entry points to the building. The detailed design of the canopies is covered by condition.
Consideration should be given to green	The Station Square is outside the



the station square to make this space more comfortable.	application boundary of this application. Tree planting is included within the application boundaries to enhance the appearance of the square and provide some shading to the building.
<p>There is a need to protect the building through the planning application stage to ensure the applicants ambition is delivered.</p> <p>It is important that the design standard is set high to show future phases what is expected and delivered.</p> <p>The east elevation of the hotel should be more like the west elevation.</p>	Officers have continued to work with the application to ensure that the quality of the materials and articulation of elements will deliver a quality building. Feature brickwork has been added to the east elevation to make the building more interesting and attractive when viewed fro the railway line. Conditions are proposed for the detailing and materials.

Please see Appendix 2 For full Quality Panel Response.

- 11.13 The proposal is considered to be a high quality design, which would enhance the character of the local area, adding to the existing station area. Conditions 2-11 are recommended to require specific design details to be submitted for approval. The proposal would accord with Policies DP/2 and DP/3 of the Local Development Framework.

### ***External Spaces***

- 11.14 The proposal seeks a number of landscaping and public realm improvements.
- 11.15 The pedestrian link from the carpark to Cambridge Square is two storeys in height to create a generous and welcoming opening. The glazed link into administration rooms and retail areas warrants natural surveillance with lighting in the soffits to create a safe environment.
- 11.16 The hotel building will be set back 5 metres from the line of trees and seating which bound the square and vehicular access around it. This space will act as a principle pedestrian route from the station car park to the hotel, station and cycle park. The Highway Authority raised the concern regarding the ground floor bar and restaurant seeking external tables and chairs along this space which would obstruct pedestrians and cyclists. Given the limited space, condition (46) will be added to restrict the use of the pavement for chairs and tables.
- 11.17 The proposals would comply with Policies DP/1 and DP/2 of the Local Development Framework.

## **12 Neighbour Amenity**

- 12.1 The nearest neighbouring properties lie 80 metres to the north east at Sunningdale Caravan Park, with neighbouring properties 100 metres from the site to the south west along Long Reach Road. An industrial estate lies to the south east. Concern has been raised regarding the visibility of the hotel from these neighbouring properties, overlooking of gardens of Long Reach Road, loss of privacy and light to Sunningdale Caravan Park and impact on TV aerials. The proposal will be evident in open views towards the station from these properties. The proposed heights of rooms at four storeys and five storeys will result in some

overlooking, however the orientation and design results in the windows being recessed with brick facades. Given this and the distance, the proposal is not considered to result in significant harm to the amenity of these neighbours. Sunningdale Caravan Park receives good terrestrial TV signal from the Sandy Heath transmitting station, this serves the whole of Cambridge City and there are examples of residential dwellings located in closer proximity to buildings of a similar height than those proposed, with signals being of good. Therefore the proposal is not considered to result in significant harm to TV signal.

12.2 The proposal would accord with Policy DP/3 of the Local Development Framework.

### 13 **Accessibility**

13.1 The proposal will provide 11no universal access rooms within the hotel, with all internal areas being wheelchair friendly and all floors within the building having level access and Part M compliant lifts.

13.2 Guests would be able to use the 24 disabled parking spaces located within the centre of the Station Square in front of the hotel, which are for use by holders of a valid blue badge. A drop off point would be available within the square or within the allocated hotel drop off which is sited along Milton Avenue.

13.3 From the car park to the north of the proposed hotel to the hotel lies a 0.6 metre increase in ground levels. A pair of ramps taking up 0.3 metres each at a gradient of 1:21 with a level rest have been designed within the walkway to allow level access and a safe environment for all people.

13.4 The proposal has been reviewed by the City Council's Disability Officer and the Disability Consultative Panel. The Panel raised no objections to the scheme in principle; comments were made in terms of the distance from the drop off point to the hotel entrance and accessible rooms providing room for a wheelchair user to move easily from the bedroom to the bathroom. The proposal is considered acceptable in terms of accessibility.

13.5 The proposal would accord with Policy DP/2 of the Local Development Framework.

### 14 **Transport and Access**

14.1 The highway network in the vicinity of the Cambridge Science Park is at capacity, there is significant congestion currently occurring along Milton Road and Kings Hedges Road, the A10 and A14 especially in peak periods. Cambridge Northern Fringe East and the Cambridge Science Park is being taken into considerations in the A10 Transport Corridor Study which runs from Cambridge to Ely and is due to completed by the end of the year.

14.2 It is anticipated that the development will add an additional 50 vehicles in the AM peak onto the highway network, of which 18 will be arrivals and 32 departures and 24 arrivals in the AM peak and 13 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.

- 14.3 Vehicular access to the site will be along Milton Avenue which provides the main vehicular route from Cowley Road. A Transport Assessment and Travel Plan have been submitted with the application. As part of the delivery of Cambridge North Railway Station, there have been significant improvements to walking, cycling and public infrastructure and services to the area. The Proposed Transport Assessment predicts that the two-way traffic flow from the proposal during peak hours is less than 1% of that on Milton Road. The Transport Assessment Team in their comments requested further information was submitted in regard to traffic data, trip generation, assessment scenarios, traffic growth, junction modelling and mitigation. Following this information being submitted, the impact of vehicular trips on the highway network has been assessed and the network is at capacity in the peak periods with other committed developments included. The development traffic flows do have an impact at several junctions and mitigation for Milton Road and the A14 Junction is requested.
- 14.4 The applicant has put forward proposals for non-car mode mitigation, in which the proposals will build on the existing infrastructure delivered as part of the Cambridge North Station to improve connectivity of the site and surrounding area. These include a new footway on the northern side of Cowley Road between the Business Park and Cambridge North Station, a new footway and cycleway bridge across the First Public Drain to improve north and south links along Cowley Road, improved signage and wayfinding to Cambridge North and the surrounding site and cycle improvements on Fen Road. The Transport Assessment Team support these proposals. The proposed Cowley Road footway and new pedestrian and cycleway bridges will be secured by S106 financial contributions and the improved wayfinding and cycle improvements on Fen Road will be secured by Section 278 and planning conditions.
- 14.5 Therefore, although it is recognised that there is significant pressure on the local transport network arising from a cumulative number of emerging proposals within the local area including Waterbeach, the Science Park and the remainder of the CNFE AAP area, this proposal is considered to provide sufficient mitigation to address its own impacts. The proposal would therefore accord with Policies DP/2 and DP/3 of the Local Development Framework.

## 15 **Car and cycle parking**

- 15.1 The proposal will provide 20 car parking spaces, with 1 accessible car parking bay for hotel guests within the temporary surface car park sited north of the hotel. The proposed level of car parking will be lower than the maximum parking standards under Policy TR/2 of the Local Development Framework which requires 13 spaces per 10 rooms. It is acknowledged that the proposed parking levels are significantly lower than the required provision; however this level is considered in relation to the close proximity of the hotel to the station, connectivity to the Cambridge Guided Bus, other bus routes and cycle routes connecting to the wider area. It is proposed that hotel guests will predominantly use public transport. The proposed level of parking is considered acceptable in line with Policy TR/2 of the Local Development Framework.
- 15.2 Parking will be in the proposed new temporary surface car park. This will comprise of open graded crushed rock. The threshold between the temporary car park and station square is proposed to be asphalt. The proposed lifespan of the asphalt is ten years and therefore conditions (39) and (40) are proposed to manage the construction and implementation of the temporary and permanent car parks.

- 15.3 The proposal seeks permission to relocate the existing motorcycle bays for the station from the south western corner of the station car park to the south eastern corner to enhance accessibility.
- 15.4 A secure cycle store for staff will be provided along the south eastern elevation of the hotel, in which 20 cycle spaces are proposed, 10 would be double-stacker stands based on 40 members of staff. This will be accessed by a gated entry through the adjacent proposed pocket park. The proposal will comply with Policy TR/2 of the LDF which requires 1 secure cycle parking space per two members of staff working at the same time.
- 15.5 The Cycling and Walking Officer commented that no cycle parking for visitors or for staff of the retail unit within the hotel has been proposed. Following Amendments 6 cycle spaces are proposed for retail staff which is considered appropriate. 108 cycle spaces are proposed within the surrounding public realm in which visitors to the hotel and retail units will be able to use.
- 15.6 The proposal would accord with Policies DP/2, DP/3 and TR/2 of the Local Development Framework.

## 16 **Refuse/ Servicing**

- 16.1 Service vehicles for the proposed hotel will reverse into the loading zone which is positioned to the north of the side of the hotel, leaving in a forward gear onto Milton Avenue. Goods vehicles will be restricted from crossing the pedestrian route which lies to the east and serves as the pedestrian route through the underpass to the station car park, with bollards sited.
- 16.2 The proposal will comply with Policy DP/3 of the Local Development Framework.

## 17 **Trees and Landscaping**

- 17.1 The proposals comprise of a mixed native hedge, under planted with low ground cover and flowering shrubs between the hotel and the railway line. A small pocket park is proposed between the station and hotel. Within the roof space, alongside the brown and green roofs is a proposed wildflower grass, long flowering meadow, with the upper roof comprising of a wildflower mix, seeded into an undulating translocated open mosaic substrate and sedum blanket to be laid on the top of the central located plant and photovoltaics. Planting is proposed along the southern edge of the existing station car park, along the west elevation between the building and the taxi rank and at the front, north west corner of the hotel.
- 17.2 The proposals will create a high quality environment, enhancing the street scene and environment in accordance with Policies DP/1 and DP/2 of the Local Development Framework.

## 18 **Ecology**

- 18.1 There are no designated sites of international or national ecological importance within the site or within 2 km of its boundary. There are six Local Nature Reserves (LNR) within 2km with Bramblefields LNR being within 250km of the proposed hotel site. Bramblefields LNR comprises of a mixture of grassland, scrub and a pond. There are 16 non-statutory sites located within 2km radius of the site; including three County Wildlife Sites and 13 City Wildlife Sites. The closest is the River Cam County Wildlife Site (CWS).

- 18.2 The site comprised of a mix of scrub and open ground habitats. The site currently consists of bare ground, hardstanding and compacted hard core. This follows from the site being a construction site for work to Cambridge North Station, therefore a new ecological baseline is evident from the historical baseline condition. Prior to clearance, the site had the potential to support open mosaic habitats, a diverse invertebrate assemblage, amphibians, reptiles, breeding birds and limited potential for bats and hedgehogs. The proposal seeks to include 0.088 hectares of new open mosaic habitat through brown and green roofs, 0.032 hectares of mixed species sedum roof which will provide nectar sources and new landscaping including ten boulevard native trees.
- 18.3 The Ecology Officer has recommended conditions 18, 19, 20 & 21 in regard to nesting and roosting boxes, relocation of the mitigation strip within the site for reptiles and amphibians, details of planting schedule and monitoring and management of habitats through a Landscape and Ecological Management Plan.
- 18.4 The proposals will therefore comply with Policies DP/3 and NE/5 of the Local Development Framework.

## 19 **Renewable Energy/ Sustainability**

- 19.1 The proposal will use air source heat pumps, combined heat and power and photovoltaics to meet the 10% saving of CO<sup>2</sup> emissions in accordance with Policies NE/1 and NE/3 of the Local Development Framework. The development proposes 51m<sup>2</sup> of vertical south facing PV on the roof of the building. The use of these technologies will reduce carbon emissions by 140,000kg/CO<sub>2</sub>/annum which is the equivalent to a 23.76% reduction.
- 19.2 The proposed hotel building is targeting a BREEAM rating of 'Excellent'. Sustainable design and construction is proposed through water efficient services, reduce, reuse and recycle to waste, responsible sourcing of materials and thermal comfort analysis has been undertaken to consider the impact of climate change. Conditions 14 and 15 are recommended to ensure the building meets this rating. Following amended plans received, details of the vertically hung photovoltaic panels to the plant screen have been provided and are acceptable.
- 19.3 The proposed approach to the use of renewable and low carbon energy is acceptable, and in accordance with the National Planning Policy Framework and Policy DP/1 of the LDF.

## 20 **Flooding/Drainage**

- 20.1 The River Cam lies to the east of the site and the First Public Drain which provides surface water drainage for the whole of the CNFE and surrounding area. A Surface and Foul Water Drainage Strategy has been submitted with the application, which details surface water runoff management based on the use of Sustainable Drainage Systems (SuDS), an allowable limiting discharge rate of 3.3l/s/ha (existing mean annual peak rate of runoff for the greenfield site), with discharge attenuated and controlled surface water flows into the first public drain. It is proposed to construct a new onsite gravity surface water drainage system to serve the proposed development site which will connect into the existing surface water drainage infrastructure already installed for the Cambridge North station. The Lead Local Flood Authority and Council's Drainage Officer had initially recommended refusal as the proposals will increase flood risk due to no attenuation being provided for the hotel which will compromise the surface water drainage strategy for the station.

- 20.2 Following additional clarification and letters sent from Network Rail dated 26/09/17 and 22/09/17 in which confirmation that following the granting of a Formal Development Agreement with Greater Anglia the current operator of the Cambridge North Station, Network Rail as landowner will work with Greater Anglia and Brookgate to ensure that future drainage requirements and maintenance arising from the hotel development will be appropriately managed. The Drainage Officer and Lead Local Flood Authority have confirmed they do not object to this proposal and subject to condition (34) being added in regard to surface water attenuation being retained for the lifetime of the development, the proposal is acceptable as not causing an increase in flood risk.
- 20.3 The proposal would accord with Policies NE/8, NE/9, NE/10, NE/11 and NE/12 of the Local Development Framework.

## **21 Noise**

- 21.1 The A14 lies to the north of the site, with the railway line, sidings and the minerals and waste operations nearby creating noise which will impact on the proposal. A Noise Assessment was submitted with the application, which identifies the main sources of noise from transportation from the railway, Cambridge Guided Busway, road traffic on the A14 and on-site vehicle movements. Concern is raised regarding the possibility of noise from these sources being reflected off the brick and glass facades of the proposed hotel, towards the residential properties at Sunningdale Caravan Park. The Environmental Health Officer requested that additional detailed noise modelling is carried out to assess the impacts from the noise reflections from the building and additional traffic from the development.
- 21.2 Following submission of the Noise Assessment Addendum, the Environmental Health Officer has confirmed that the information submitted is sufficient to demonstrate the adverse effects from noise will either be negligible or remain unchained at nearby receptors. The concerns regarding potential reflection of noise towards nearby residential premises and increased traffic generation are therefore negligible.
- 21.3 Conditions 22, 23, 24, 26 & 27 are recommended to ensure noise is minimised through details to be submitted for a construction environmental management plan, submission of a noise assessment for noise from commercial and retail activities, restrictions on delivery times for the proposed commercial premises and a noise assessment of plant and equipment for any renewable energy sources.
- 21.4 The proposals will comply with Policies NE/15 of the Local Development Framework.

## **22 Odour**

- 22.1 The site is located close to Cambridge Water Recycling Centre (WRC), which has the potential for odours to affect the proposed development. This area is currently subject to a separate Ratification Study commissioned by the two district councils to ensure the acceptability of overall development within the AAP area. An Odour Assessment has been submitted with this application. The Odour Assessment concludes that the predicted concentrations for the proposed developments, each of the three receptors for the office, retail and hotel are less than 1.5ouE/m<sup>3</sup>. As a result the predicted odour concentrations meet the most stringent criterion applied for assessment of site suitability for residential use and suggests a low potential for adverse odour impacts. Condition 29 is recommended which

requires prior to the commencement of development, the submission and approval of details of the mechanical ventilation and odour filtration system.

22.2 The proposals will comply with NE/16 of the Local Development Framework.

## **23 Air Quality**

23.1 An Air Quality Assessment and Transport Assessment have been submitted in regard to air quality. The Air Quality Officer has raised no objections to the proposal on the basis of impacts to or from Air Quality, subject to conditions (42), (43) and (44) in regard to electric vehicle charging, low NOx boilers and combined heat and power.

23.2 The proposals will comply with Policy NE/16 of the Local Development Framework.

## **24 Lighting**

24.1 The proposal will be situated a significant distance from the neighbouring properties at Long Reach Road and Chesterton Fen Road. Condition (25) is recommended to ensure the proposed lighting scheme is appropriate to protect residents from nuisance.

24.2 The proposals will comply with Policy NE/14 of the Local Development Framework.

## **25 Ventilation**

25.1 Condition (28) is recommended to ensure the control of odour from the proposed A1 and A3 kitchen extract systems.

25.2 The proposals will comply with Policy NE/16 of the Local Development Framework.

## **26 Contamination**

26.1 The site has been mainly used for railway land, but has a history of potentially contaminative uses. A Phase 1 Geotechnical and Geo-Environmental Risk Assessment has been undertaken and the Contamination Land Officer has recommended condition (30) to require a Phase two investigation to further characterise the site and test the conceptual model.

26.2 The proposals will comply with Policy DP/3 of the Local Development Framework.

## **27 Public Art**

27.1 A scheme for public art has not been put forward as part of the application. Condition 45 has been recommended to require a phased scheme for the delivery of public art to be submitted for approval.

## **28 Archaeology**

28.1 A Desk Based Assessment, Watching Brief and Test Pit Evaluation Report have been undertaken. Archaeological works undertaken for the wider site Cambridge North Station indicated that this part of the former railway sidings is unlikely to

contain significant archaeological remains and as a result no archaeological works are necessary for the proposal.

28.2 The proposals will comply with Policy CH/2 of the Local Development Framework.

## 29 **Fire Safety**

29.1 Condition (41) is recommended to require adequate provision is made for fire hydrants.

## 30 **Consideration of Prematurity**

30.1 The representation received from Cambridge Past Present and Future (CPPF) considers that the determination of the application prior to the completion to the Joint Area Action Plan for Cambridge Northern Fringe East (CNFE AAP) would be premature. The representation states that if this development would proceed it would predetermine the style for the rest of Cambridge Northern Fringe East prior to the AAP being agreed which would be contrary to the purpose of the AAP and by definition the Local Plan.

30.2 The concern raised regarding prematurity has been carefully considered, however it is not considered that the positive determination of the present application would be premature. CPPF's primary concern is that this proposal would be contrary to the AAP and Local Plan. It is acknowledged that this proposal is ahead of the AAP being adopted however the redevelopment of the site is provided for in the emerging South Cambridgeshire and Cambridge City Local Plans through Policies SS/4 and 14, in which this area is allocated for high quality mixed use development, primarily for employment.

30.3 Notwithstanding that it is not considered that the determination of the current application is premature, the NPPG states that arguments that an application is premature are unlikely to justify a refusal unless it is clear that the adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, taking into account the NPPF policies and other material considerations into account. It states that such circumstances will generally be limited to situations where both the development is so substantial or significant that granting permission would undermine the plan-making process by predetermining decisions about the scale, location or phasing of new development central to an emerging plan and where the emerging plan is at an advanced stage, but is not yet formally adopted. It is difficult to conclude that the granting of permission would have any significant impact on decisions about new development.

30.4 It is therefore considered that the argument that the application is premature should not be held and that the application should be determined expeditiously

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

31.1 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.

- 31.2 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 council must be for specific projects at particular locations, as opposed to generic infrastructure types within the city of Cambridge.
- 31.3 Only transport related obligations arise from the submission of the planning application. The complete package of highways mitigation is detailed below:
- Financial contribution towards footway links between the Chesterton Public Means of Access pedestrian and cycle route on the southern side of the First Public Drain (secured and delivered through the Cambridge North Station application) and Cowley Road. (2 x bridges) - £113,208
  - Financial Contribution towards provision of the footway links on the northern side of Cowley Road. - £23,585
  - Wayfinding signage to Cambridge North - £14,151
  - Financial contribution towards cycle improvements on Fen Road (between Moss Bank and Fallowfields). - £53,302
  - Financial contribution towards TP+ membership. - £14,151

The total cost of the works proposed above is £463,000 however, this scheme along with application S/2403/17/FL both contribute towards these highway mitigation measures. Officers are in continued discussion with Cambridgeshire County Council and the applicants of both schemes to finalise the exact and most appropriate mechanism, Section 106 Agreement and/ or condition and Section 278 Agreement, for securing these mitigation measure. Officers will clarify the mechanism and mitigation package at committee.

- 31.4 The applicant has agreed to making a financial contribution towards the transport mitigation measures highlighted above the current discussions relate solely to the mechanism of securing the contribution using a combination of Section 106 obligations and / or conditions and Section 278 Agreements.
- 31.5 Subject to the completion of a S106 planning obligation to accord with the sought County Council Transport mitigation measures detailed above in paragraph 33.3, officers are satisfied that the proposal would accord with Policy DP/3.

## 32 CONCLUSION

- 32.1 It is recommended that the application be approved.

## 33. RECOMMENDATION

**APPROVE** subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.  
(Reason - To ensure that consideration of any future application for development in the area will not be prejudiced by permissions for development, which have not been acted upon.)

2. Prior to the commencement of the development of the hotel building, sample panels of a minimum size of 1 metre by 1 metre of the general brickwork, feature brickwork and hit and miss brickwork to be used shall be erected on site to establish the detail of mortar colour, detail of bonding, coursing, colour and type of jointing shall be agreed in writing with the local planning authority. The quality of finish and materials incorporated in any approved sample panel(s), which shall not be demolished prior to completion of development, shall be maintained throughout the development.  
(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
3. Prior to the commencement of development, hereby approved, with the exception of below ground works, full details of the external materials to be used in the construction of the external surfaces of the buildings hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.  
(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
4. Prior to the commencement of development hereby approved, no metal-clad or other non-traditional roofs shall be erected until full details of such roofs including materials, colours, surface finishes and relationships to roof lights or other rooftop features have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.  
(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
5. Prior to the commencement of development hereby approved, with the exception of below ground works, full details of all doors, windows and reveals shall be submitted to and approved in writing by the Local Planning Authority. This may consist of large scale drawings and/or samples. The development shall be carried out in accordance with the approved details. All windows and doors in masonry walls shall be recessed by a minimum of 100mm from the front face of the wall.  
(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
6. Prior to the commencement of the development hereby approved, with the exception of below ground works, a detailed design of the entrance canopies to a scale of not less than 1:20 and the location of and details of all signage at a scale of not less than 1:20 shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. (Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
7. Prior to the commencement of development hereby approved, with the exception of below ground works, full details in terms of materials, surface finish and colour of all the plant enclosures shall be submitted to and approved in writing by the Local Planning Authority. This may include the submission of samples of components. The development shall be carried out in accordance with the

approved details. (Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)

8. Prior to the commencement of development hereby approved, with the exception of below ground works, full details of the balustrade shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. (Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
9. Prior to the commencement of development hereby approved, with the exception of below ground works, full details at a scale not less than 1:10 of all coping to the walls shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.  
(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
10. Prior to the commencement of development hereby approved, with the exception of below ground works, full details of external visible masonry brackets, clamps, restraints and other support systems shall be submitted to and approved in writing by the local planning authority. This may consist of large-scale drawings and/or samples. The development shall be carried out in accordance with the approved details of the se drawings and/or samples.  
(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
11. Prior to the commencement of development hereby approved, with the exception of below ground works, full details of all solar panels and/or photovoltaic cells, including type, dimensions, materials, location, fixing, etc. shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.  
(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
12. Prior to the commencement of development hereby approved, with the exception of below ground works, full details of both hard and soft landscape works need to be submitted to and approved in writing by the Local Planning Authority. These details shall include indications of all existing trees and hedgerows on the land and details of any to be retained, together with measures for their protection in the course of development. The details shall also include specification of all proposed trees, hedges and shrub planting, which shall include details of species, density and size of stock.  
(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)
13. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or

destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)

14. Prior to commencement of development, or within 6 months of commencement, the approved building shall be constructed to meet the approved overall BREEAM 'excellent' rating. Prior to commencement of development, or within 6 months of commencement, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority. Where the interim certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall be submitted identifying how the shortfall will be addressed.

(Reason- In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings in accordance with Policy DP/1 of the adopted Local Development Framework 2007).

15. Prior to occupation, or within 6 months of occupation of the development hereby approved, a certificate following a post-construction review shall be issued by an approved BREEAM Assessor to the Local Planning Authority, indicating that the approved BREEAM 'excellent' rating has been met. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development unless otherwise agreed in writing by the Local Planning Authority.

(Reason- In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings in accordance with Policy DP/1 of the adopted Local Development Framework 2007).

16. Prior to occupation of the development hereby approved, the approved renewable and low carbon energy technologies shall be fully installed and operational 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. Any gas fired CHP should meet an emissions standard of:

Spark ignition engine: less than 150 mgNO<sub>x</sub>/Nm<sup>3</sup>

Compression ignition engine: less than 400 mgNO<sub>x</sub>/Nm<sup>3</sup>

Gas turbine: less than 50 mgNO<sub>x</sub>/Nm<sup>3</sup>

No review of this requirement on the basis of grid capacity issues can take place unless written evidence from the Distribution 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 in accordance with Policies NE/3 and NE16 of the adopted Local Development Framework 2007).

17. No development shall take place, with the exception of below ground work, until full details of all tree pits, including any in planters, hard paving and soft landscaped areas have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved.

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)

18. No development shall take place, with the exception of belowground works until full details of green and brown roofs have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The details shall include details of build-ups, make up of substrates, planting plans for biodiverse roofs, methodologies for translocation strategy and drainage details where applicable.

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)

19. No development shall take place until a scheme for the provision of bird and bat nest boxes has been submitted to and approved in writing by the Local Planning Authority; the development shall not be occupied until the nest boxes have been provided in accordance with the approved scheme.

(Reason - To achieve biodiversity enhancement on the site in accordance with adopted Policies DP/1, DP/3 and NE/6 of the adopted Local Development Framework 2007.)

20. No development shall take place until a Landscape and Ecological Management Plan (LEMP) is submitted to, and approved in writing by, the local planning authority. The content of the LEMP shall include the following.

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Prescription of a work schedule (including an annual work plan capable of being rolled forward over a fifteen-year period).
- g) Details of the body or organisation responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures (to be rolled out over a 15 year period with at least 5 monitoring events).

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results form monitoring show that conservation aims and objectives of the LEMP are not being met) contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details

(Reason - To achieve biodiversity enhancement on the site in accordance with adopted Policies DP/1, DP/3 and NE/6 of the adopted Local Development Framework 2007.)

21. No development shall take place until a detailed mitigation plan for the provision of a scrub mitigation strip to replace the proposed mitigation strip along the eastern boundary of the site as detailed within the Station Ecological Design Strategy of permission S/3102/15/FL (Revision 11 May 2017 submitted in support of application S/2399/17/DC) which this application site now encompasses has

been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

(Reason - To achieve biodiversity enhancement on the site in accordance with adopted Policies DP/1, DP/3 and NE/6 of the adopted Local Development Framework 2007.)

22. Before the development / use hereby permitted is commenced, an assessment of the noise impact of plant and or equipment including any renewable energy provision sources such as any air source heat pump or wind turbine on the proposed and existing residential premises and a scheme for insulation as necessary, in order to minimise the level of noise emanating from the said plant and or equipment shall be submitted to and approved in writing by the local planning authority. Any noise insulation scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall thereafter be maintained in strict accordance with the approved details and shall not be altered without prior approval.

(Reason – To protect the amenities of nearby residential properties in accordance with South Cambridgeshire Local Development Framework Development Control Policies 2007, Policy NE/15.)

23. No power operated machinery (or other specified machinery) shall be limited to 0800 hours to 1800 hours Monday to Friday and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless otherwise previously agreed in writing by the Local Planning Authority in accordance with any agreed noise restrictions.

(Reason - To minimise noise disturbance to adjoining residents in accordance with Policy NE/15 of the adopted Local Development Framework 2007.)

24. Collection from and deliveries to any non-residential premises including the hotel, any retail, food or commercial uses shall only be carried out between 0800 hours to 1800 hours Monday to Friday, 0800 hours to 1300 hours on Saturdays and at no time on Sundays, bank or public holidays (Reason - To minimise noise disturbance to adjoining residents in accordance with Policy NE/15 of the adopted Local Development Framework 2007.)

25. Prior to the installation of any artificial lighting, a detailed artificial lighting scheme and significance of impact assessment shall be submitted to and approved in writing by the Local Planning Authority. The scheme / assessment shall consider and include details of any artificial lighting of the site such as external street, floodlighting, security and external / internal building lighting and an assessment of lighting impact on any sensitive residential premises off site shall be undertaken. The scheme shall include layout plans / elevations with luminaire locations annotated; full isolux contour map / diagrams showing the predicted luminance in the horizontal and vertical plane (in lux) at critical locations within the site, on the boundary of the site and at adjacent properties; hours and frequency of use; a schedule of the equipment in the lighting design (luminaire type / profiles, mounting height, aiming angles / orientation, angle of glare, operational controls) and shall assess artificial light impact fully in accordance with the Institute of Lighting Professionals “Guidance Notes for the Reduction of Obtrusive Light GN01:2011 having regard to Light Trespass / Intrusion (into windows), Luminaire Source Intensity, Building Luminance and Sky Glow Upward light ratio requirements. The artificial lighting scheme strategies must be sensitively designed for biodiversity (as detailed within the CEMP Biodiversity, EDS & LEMP). Post-installation artificial lighting check- within one month of the installation of the approved artificial lighting scheme, the scheme shall be

inspected / assessed by a suitably qualified lighting engineer / consultant, in liaison with the Local Planning Authority and a post installation completion report confirming compliance with the approved scheme shall be submitted to and approved in writing by the Local Planning Authority. The inspection shall include the measurement of lighting levels at neighbouring residential receptors to demonstrate compliance with the Institute of Lighting Professionals "Guidance Notes for the Reduction of Obtrusive Light GN01:2011. Any defects or non-compliance identified shall be rectified within one month of the inspection or following approval by the LPA. The approved lighting scheme shall be installed, maintained and operated in accordance with the approved scheme details / measures unless the Local Planning Authority gives its written consent to any variation.

(Reason- To protect local residents from light pollution / nuisance and safeguard the amenities of nearby residential properties in accordance with Policy NE/1 of the adopted Local Development Framework 2007.)

26. A noise assessment shall be completed and a scheme be submitted for the insulation of the building(s) and/or associated plant / equipment or other attenuation measures as necessary, in order to minimise the level of noise emanating from the said building(s) and/or plant shall be submitted to and approved in writing by the Local Planning Authority. The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall thereafter be maintained in strict accordance with the approved details.

(Reason - To minimise noise disturbance to adjoining residents in accordance with Policy NE/15 of the adopted Local Development Framework 2007.)

27. Prior to the commencement of development, with the exception of below ground works, a noise insulation scheme for protecting the proposed hotel accommodation units both internally and externally from noise from the A14, Cambridge Guided Busway, railway and onsite vehicle movements shall be submitted to and approved in writing by the Local Planning Authority and all works which form part of the approved scheme shall be completed in accordance with the approved scheme before any of the development is occupied and retained thereafter.

(Reason - To minimise noise disturbance to occupiers in accordance with Policy NE/15 of the adopted Local Development Framework 2007.)

28. Prior to the commencement of development, with the exception of below ground works, details of equipment and systems for the purpose of extraction and/or filtration and/or abatement of fumes and/or odours for the non-residential uses has been submitted to and approved in writing by the Local Planning Authority. No development shall commence until the approved schemes have been implemented in full and subject to a programme of maintenance and retained thereafter.

(Reason -To minimise disturbance to adjoining residents in accordance with Policy NE/16 of the adopted Local Development Framework 2007.)

29. Prior to the commencement of development, with the exception of below ground works, details of the mechanical ventilation and odour filtration system for the purpose of extraction and filtration 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 extraction/filtration and odour control scheme

shall be installed in accordance with the approved scheme before the use hereby permitted is commenced and shall thereafter be retained as such.

(Reason -To minimise disturbance to adjoining residents in accordance with Policy NE/16 of the adopted Local Development Framework 2007.)

30. No development approved by this permission shall be commenced until:

a) The application site has been subject to a detailed scheme for the investigation and recording of contamination and remediation objectives have been determined through risk assessment and agreed in writing by the Local Planning Authority.

b) Detailed proposals for the removal, containment or otherwise rendering harmless any contamination (the Remediation method statement) have been submitted to and approved in writing by the Local Planning Authority.

c) The works specified in the remediation method statement have been completed, and a validation report submitted to and approved in writing by the Local Planning Authority, in accordance with the approved scheme.

d) If, during remediation works, any contamination is identified that has not been considered in the remediation method statement, then remediation proposals for this contamination should be agreed in writing by the Local Planning Authority.

(Reason- To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy DP/1 of the adopted Local Development Framework 2007).

31. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

(Reason- To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in accordance with Policy DP/1 of the adopted Local Development Framework 2007 and the National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3).

32. No development shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority: 1. A Preliminary Risk Assessment (PRA) including a Conceptual Site Model (CSM) of the site indicating potential sources, pathways and receptors, including those off site.

2. The results of a site investigation based on (1) and a detailed risk assessment, including a revised CSM.

3. Based on the risk assessment in (2) an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. The strategy shall include a plan providing details of how the



remediation works shall be judged to be complete and arrangements for contingency actions. The plan shall also detail a long term monitoring and maintenance plan as necessary.

No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the remediation strategy in (3) shall be submitted to and approved, in writing, by the Local Planning Authority. The long term monitoring and maintenance plan in (3) shall be updated and be implemented as approved.

(Reason- To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in accordance with Policy DP/1 of the adopted Local Development Framework 2007 and the National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3).

33. Prior to occupation of any part of the development, a scheme for the provision and implementation of foul water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved.

(Reason - To reduce the risk of pollution to the water environment and to ensure a satisfactory method of foul water drainage in accordance with Policy NE/10 of the adopted Local Development Framework 2007.)

34. Prior to occupation of any part of the development, a scheme for the provision, implementation and maintenance of surface water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved plans.

(Reason - To ensure a satisfactory method of surface water drainage and to prevent the increased risk of flooding in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)

35. 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 an inspection and sampling strategy for the testing of excavation formations;

d) Include a stockpile validation strategy

e) Include details of the chemical testing to be undertaken before placement of material onto the site.

f) Include details of arisings processing

g) Include a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in a) to g) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action; and, 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 protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in accordance with Policy DP/1 of the adopted Local Development Framework 2007 and the National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3).

36. Using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

(Reason- To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in accordance with Policy DP/1 of the adopted Local Development Framework 2007 and the National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3).

37. Unless otherwise agreed in writing by the local planning authority, a Waste Management & Minimisation Strategy (WMMS), including the completed RECAP Waste Management Design Guide Toolkit and supporting reference material, addressing the management of municipal waste generation during the occupation stage of the development shall be submitted. No development shall take place until the strategy has been approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

The Waste Management & Minimisation Strategy (WMMS) must demonstrate how waste will be managed in accordance with the requirements of the RECAP Waste Management Design Guide Supplementary Planning Supplementary Planning Document 2012 and the principles of the waste hierarchy, thereby maximising waste prevention, re-use and recycling from domestic households and commercial properties and contributing to sustainable development. The WMMS should include:

- i. A completed RECAP Waste Management Design Guide Toolkit and supporting reference material
- ii. A detailed Waste Audit to include anticipated waste type, source, volume, weight etc. of municipal waste generation during the occupation stage of the development
- iii. Proposals for the management of municipal waste generated during the occupation stage of the development, to include the design and provision of permanent facilities e.g. internal and external segregation and storage of recyclables, non-recyclables and compostable materials; access to storage and collection points by users and waste collection vehicles
- iv. Arrangements for the provision, on-site storage, delivery and installation of waste containers prior to occupation of any dwelling
- v. Proposals for the design and provision of temporary community recycling (bring) facilities, including installation, ownership, on-going management and maintenance arrangements
- vi. Arrangements for the efficient and effective integration of proposals into waste and recycling collection services provided by the Waste Collection Authority
- vii. A timetable for implementing all proposals
- viii. Provision for monitoring the implementation of all proposals

The approved facilities shall be provided prior to the occupation, use or opening for business of any building that will be used for residential, commercial or employment purposes and shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

(Reason - To ensure that waste is managed sustainably during the occupation of the development in accordance with Policy P1/3 of the Cambridgeshire and Peterborough Structure Plan (2003).

38. Prior to commencement of development (including any pre-construction, demolition or enabling works) pursuant to this outline permission, a site wide Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority.

The Construction Environmental Management Plan shall include:

- a. Contractors access arrangements for vehicles, plant and personnel including the location of construction traffic routes to and from the site, details of their signing, monitoring and enforcement measures
- b. Details of Haul Roads within the site
- c. A plan specifying the area and siting of land to be provided for parking, turning, loading and unloading of all vehicles visiting the site and siting of the contractors compound during the construction phase to be agreed on phase basis
- d. Delivery times for construction purposes
- e. Dust management and wheel washing measures
- f. Noise and vibration impact assessment method, monitoring and recording statements in accordance with provisions of BS 5228:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Parts 1 - Noise and 2 - Vibration
- g. Concrete crusher if required or alternative procedure
- h. Details of odour control systems including maintenance and manufacture specifications along with any service schedules that need to be adhered too
- i. Maximum noise and mitigation levels for construction equipment, plant and vehicles
- j. Site lighting
- k. Screening and hoarding details
- l. Access and protection arrangements around the site for pedestrians, cyclists and other road users
- m. Procedures for interference with public highways
- n. External safety and information signing notices
- o. Liaison, consultation and publicity arrangements, including dedicated points of contact
- p. Complaints procedures, including complaints response procedures
- q. Membership of the considerate contractors scheme

All development shall take place in accordance with the approved Construction Management Plan unless formally agreed in writing with the Local Planning Authority.

The CEMP shall be implemented in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

Construction and demolition works shall be limited to 0800 hours to 1800 hours Monday to Friday and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless agreed in writing by the local planning authority or in accordance with agreed emergency procedures for deviation.

Deliveries and collections for demolition and construction purposes shall only be carried out between 0800 hours to 1800 hours Monday to Friday, 0800 hours to 1300 hours on Saturdays and at no time on Sundays, Bank or Public Holidays, unless agreed in writing by the local planning authority or in accordance with agreed emergency procedures for deviation.

(Reason – To protect the amenities of nearby residential properties in accordance with Policies NE/15, NE/16 and DP/6 of the adopted Local Development Framework 2007).

39. No development shall take place, with the exception of underground enabling works(?) until full details of the car parking spaces have been submitted to, and approved in writing by, the Local Planning Authority. Before the first occupation of the development these parking spaces shall be provided in accordance with the approved details.

(Reason - In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

40. Prior to the expiration of 10 years of the granting of planning permission, a permanent hotel car park shall be implemented. Details of the permanent car park shall first be submitted to the Local Planning Authority for approval and implemented in accordance with the approved details.

(Reason- In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

41. No occupation shall take place until a scheme for the provision and location of fire hydrants to serve the development to a standard recommended by the Cambridgeshire Fire and Rescue Service has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved scheme has been implemented.

(Reason - To ensure an adequate water supply is available for emergency use.)

42. Prior to commencement of works on the development, with the exception of below ground works, a comprehensive EV Charging Plan should be submitted to and approved in writing by the Local Planning Authority. The Plan should include the details of the number, location, installation and management of EV charging points having regard to parking associated with various planning class uses and the provision of cabling infrastructure. Prior to occupation of the development, the evidence of the implemented charging points should be submitted to and approved in writing by the LPA.

(Reason-In the interest of reducing carbon dioxide emissions, in accordance with Policies NE/1, NE/2 and NE/3 of the adopted Local Development Framework 2007.)

43. Prior to commencement of works on the development, with the exception of below ground works, details of the boilers shall be submitted to the local planning authority for approval. Prior to occupation of the development, the manufacturers NOx emission test certificate or other evidence to demonstrate that every installed boiler meets the approved emissions standard shall be submitted to and approved by the local planning authority.  
(Reason: In the interest of reducing nitrogen dioxide and particulate matter emissions in accordance with Policy NE/16 of the Local Development Framework 2007 and the National Planning Policy Framework (NPPF).)
44. Prior to commencement of works on the development, details of the boilers shall be submitted to the local planning authority for approval. Prior to occupation of the development and following installation, emissions certificates shall be provided to the council to verify CHP and boiler emissions and to be approved in writing by the Local Planning Authority.  
(Reason: In the interest of reducing nitrogen dioxide and particulate matter emissions in accordance with Policy NE/16 of the adopted Local Development Framework 2007 and the National Planning Policy Framework.)
45. Prior to occupation of the building, a scheme for the delivery of public art will be submitted to the Local Planning Authority for approval. The approved scheme shall be fully implemented prior to the bringing into use of the approved development.  
(Reason- In the interests of high quality design in accordance with Policy SF/6 of the adopted Local Development Framework 2007.)
46. There shall be no tables and chairs sited outside of the front of the hotel bar, restaurant and retail units within the cycle and pedestrian route.  
(Reason - To avoid obstruction of the pedestrian and cycle way and in the interests of highway safety and convenience in accordance with Policy TR/2 of the adopted Local Development Framework 2007.)
47. Notwithstanding the details shown on the approved plans, full details of cycle parking provision to be made for hotel staff shall be submitted to and approved by the Local Planning Authority prior to the commencement of the installation of any cycle parking facilities and implemented in accordance with the approved details.  
(Reason - To ensure adequate provision of cycle facilities in accordance with Policy TR/2 of the adopted Local Development Framework 2007.)
48. Prior to the occupation of the development submit details of the footway as shown on **Plan x** on the northern side of Cowley Road to provide pedestrian and cycle access to the Cambridge North Station shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented prior to the bringing into use of the approved development.  
(Reason – In the interests of highway safety and to mitigate the impact of travel to the development in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
49. Prior to the first occupation of the approved development a detailed signage strategy shall be submitted to and approved in writing by the Local Planning Authority. This strategy shall detail the use of directional and wayfinding signs to link the site to the wider area. Signage on site shall be constructed in accordance with the approved details. The signage scheme shall be implemented prior to the first occupation of the approved development.

(Reason: To provide attractive, direct and safe walking and cycling routes from the development to the wider area in accordance with Policies DP/1, DP/2 and DP/3 of the adopted Local Development Framework 2007.)

50. Prior to the first occupation of the approved development details of the cycle improvements on Fen Road (between Moss Bank and Fallowfields) as shown on Plan xx shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented prior to the first occupation of the approved development.  
(Reason – In the interests of highway safety and to mitigate the impact on travel to the development in accordance with Policy DP/3 of the adopted Local Development Framework 2007).
51. Prior to the bringing into use of the approved development a Travel Plan shall be 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 in accordance with Policies TR/1 and TR/2 of the adopted Local Development Framework 2007)
52. 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 and monitoring of parking for this hotel and retail scheme within the car park – shall be submitted to and approved by the Local Planning Authority. 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 in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
53. The development hereby permitted shall be carried out in accordance with the following approved plans:

Site Plans:

D4002 Rev08

D4100(RLP) Rev19

Diagrams:

6565-4500 Rev 04

6565-D4100 Rev20

6565-D4101 Rev 19

6565-D4102 Rev 19

6565-D4104 Rev 19

6565-D4105 Rev 19

6565-D4106 Rev 19

6565-D4107 Rev 19

6565-D4552 Rev00

6565-D4700 Rev09

6565-D4701 Rev09

6565-D4800 Rev01

6565-D4850 Rev00  
6565-D4851 Rev00  
6565-D4852 Rev00

630\_02(CD)200 Rev P3

630\_02(DP)200 Rev P3  
630\_02(DP)201 Rev P2  
630\_02(DP) 202 Rev P3

630\_02(MP)200 Rev P3  
630\_02(MP)201 Rev P3  
630\_02(MP)202 Rev P2  
630\_02(MP)203 Rev P2  
630\_02(MP)204 Rev P1

630\_02(SC)200 Rev P2  
630\_02(SC)201 Rev P2  
630\_02(SC) 202 Rev P2

MMD-318305-C-DR-03-XX-3255 rev P2

Other Documents:

Surface and Foul Water Drainage Strategy June 2017 (318305/BNI/AR/CHG)  
Memorandum- Response to CCiC and SCDC- 01 September 2017 (rev0)  
Memorandum- Response to LLFA 1 September 2017 (rev0)  
Transport Assessment 30 June 2017 (318305/TA02/C)  
Transport Assessment Addendum September 2017 (318305/TA04/A)  
Framework Travel Plan 29 June 2017  
Construction Traffic Management Plan 29 June 2017  
Technical Note- Response to Planning Application Comments (Provision for Cyclists) 6 September 2017

Air Quality Assessment 30 June 2017  
Odour Assessment 247323-00 29 June 2017  
Utilities Summary by NOVEUS  
Archaeological Watching Brief And Test Pit Evaluation Report OAE Report No. 1401 April 2015  
Desk Based Assessment OAE Report No. 1353 April 2015  
Health Impact Assessment  
Noise Assessment 30 June 2017  
Noise Assessment Addendum 30 August 2017  
Phase 1 Geotechnical and Geo-environmental Preliminary Risk Assessment June 2017  
Ecological Impact and Enhancement Statement 26 June 2017 (OXF10377)  
Design and Access Statement Rev 05  
Sustainability Statement 27 June 2017 Rev 03  
Ventilation Statement 28 June 2017 Rev 00  
Landscape Design Statement 630.02(RP) 004 June 2017  
Ecology Response to Consultation Comments 30/08/2017  
Townscape View Analysis September 2017 Rev 03

(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:

#### Below Ground Works

Below ground works for the purpose of the above conditions is defined as earth movement and site preparation.

This is because below ground works will not prejudice the discharge of conditions worded as 'Prior to commencement of works on the development, with the exception of below ground works.'

#### Surface Water Drainage:

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

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

#### Foul Water Drainage:

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 re-consulted 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.

#### Trade Effluent:

An application to discharge trade effluent must be made to Anglian Water and must have been obtained before any discharge of trade effluent can be made to the public sewer. Anglian Water recommends that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of such facilities could result in pollution of the local watercourse and may constitute an offence. Anglian Water also recommends the installation of a properly maintained fat traps on all catering establishments. Failure to do so may result in this and other properties suffering blocked drains, sewage flooding and consequential environmental and amenity impact and may also constitute an offence under section 111 of the Water Industry Act 1991.

#### 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.



#### Road Traffic Noise Insulation Scheme:

To satisfy the noise insulation scheme condition for the hotel building envelope and traffic noise, the developer must ensure that the floorspace within the hotel are acoustically protected by a noise insulation scheme, which complies with the internal noise levels set out within British Standard 8233:2014 "Sound Insulation and noise reduction for buildings-Code of Practice" derived from the World Health Organisation Guidelines for Community Noise: 2000. Where sound insulation requirements preclude the opening of windows for rapid ventilation and thermal comfort / summer cooling, acoustically treated mechanical ventilation or passive attenuated free areas may also need to be considered within the context of this internal design noise criteria. Compliance with Building Regulations Approved Document F 2006: Ventilation will also need consideration.

This is to guard against any creeping background noise in the area and to protect the amenity of the area, preventing unreasonable noise disturbance to other premises.

To demonstrate this requirement it is recommended that the agent/applicant submits a noise prediction survey/report in accordance with the principles of BS4142: 2014 "Method for rating industrial noise affecting mixed residential and industrial areas" or similar. In addition to validate /verify any measured noise rating levels, noise levels should be collectively predicted at the boundary of the site having regard to neighbouring residential premises.

Such a survey / report should include: a large scale plan of the site in relation to neighbouring noise sensitive premises; with noise sources and measurement / prediction points marked on plan; a list of noise sources; details of proposed noise sources / type of plant such as: number, location, sound power levels, noise frequency spectrums, noise directionality of plant, noise levels from duct intake or discharge points; details of noise mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full noise calculation procedures; noise levels at a representative sample of noise sensitive locations (background L90) and hours of operation. Any report shall include raw measurement data so that conclusions may be thoroughly evaluated and calculations checked. Any ventilation system with associated ducting should have anti vibration mountings.

#### General Noise Impact Informative:

Any noise / vibration assessment and or noise insulation scheme required should have due regard to current government / industry standards, best practice and guidance and South Cambridgeshire District Council's Supplementary Planning Document - "District Design Guide: High Quality and Sustainable Development in South Cambridgeshire", Adopted March 2010: Chapter 10 - Environmental Health & in particular Appendix 6: Noise" downloadable from:

<http://www.scambs.gov.uk/content/district-design-guide-spd>

#### Commercial Use Noise informative:

To satisfy the Commercial Use Operational Noise Impact/Insulation condition, the noise level from all powered plant, vents and equipment, associated with this application that may operate collectively and having regard to a worst case operational scenario (operating under full power / load), should not raise the existing lowest representative background level dB LA90,1hr (L90) during the day between 0700 to 2300 hrs over any 1 hour period and the existing lowest background level dB LA90, 15mins (L90) during night time between 2300 to 0700 hrs over any one 15 minute period by more than 3 dB(A) respectively (i.e.

the rating level of the plant needs to match or be below the existing background level), at the boundary of the premises subject to this application (or if not practicable at a measurement reference position / or positions in agreement with the LPA) and having particular regard to noise sensitive premises. The appropriate correction factors need to be applied to any characteristic acoustic features in accordance with BS4142 2014.

This is to guard against any creeping background noise in the area and to protect the amenity of the area, preventing unreasonable noise disturbance to other premises.

To demonstrate this requirement it is recommended that the agent/applicant submits a noise prediction survey/report in accordance with the principles of BS4142: 2014 "Method for rating industrial noise affecting mixed residential and industrial areas" or similar. In addition to validate /verify any measured noise rating levels, noise levels should be collectively predicted at the boundary of the site having regard to neighbouring residential premises.

Such a survey / report should include: a large scale plan of the site in relation to neighbouring noise sensitive premises; with noise sources and measurement / prediction points marked on plan; a list of noise sources; details of proposed noise sources / type of plant such as: number, location, sound power levels, noise frequency spectrums, noise directionality of plant, noise levels from duct intake or discharge points; details of noise mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full noise calculation procedures; noise levels at a representative sample of noise sensitive locations (background L90) and hours of operation. Any report shall include raw measurement data so that conclusions may be thoroughly evaluated and calculations checked. Any ventilation system with associated ducting should have anti vibration mountings.

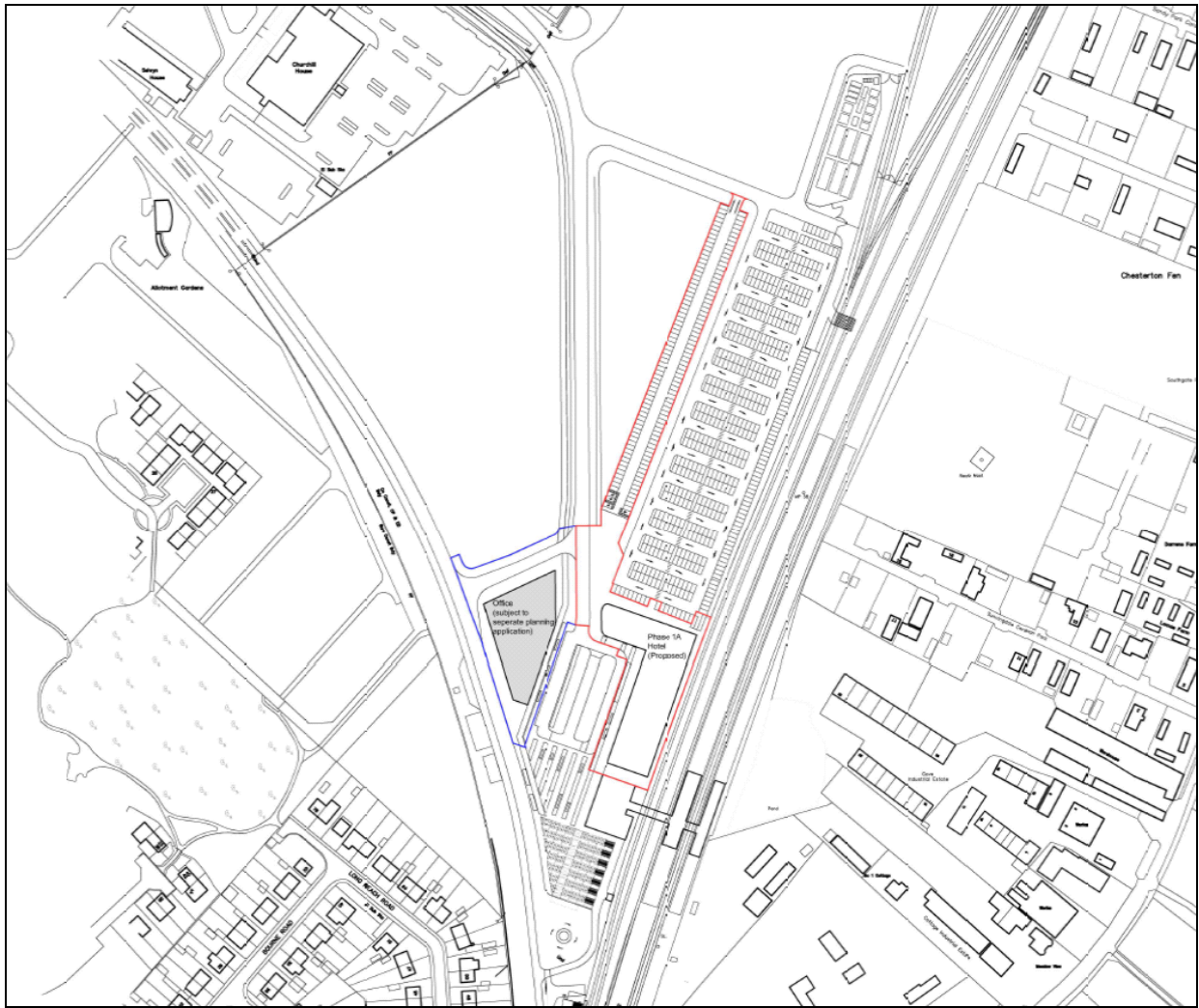
#### Accessibility:

The proposed hotel should meet the BS8300, the proposed leisure, fitness machines, changing rooms and the swimming pool should meet Sport England Access Guidance and the entrance revolving door should be powered. The proposal should have a fire fighting and excavation lift.

#### General Informative:

The applicant should contact the Environmental Health and Licensing Team, South Cambridgeshire District Council, for advice concerning the proposed premises design/layout, Food and Occupational Safety/Welfare Regulations/requirements, Food Premises Registration and Licensing, Tel No: 01954 713111. Due regard should be given to the South Cambridgeshire District Council Supplementary Planning Document - "District Design Guide: High Quality and Sustainable Development in South Cambridgeshire", Adopted March 2010: Chapter 10- Environmental Health & associated appendices <http://www.scambs.gov.uk/content/district-design-guide-spd>

**APPENDIX 1-LOCATION PLAN**



## **APPENDIX 2- QUALITY PANEL MINUTES**

**CONFIDENTIAL**



### **CAMBRIDGESHIRE QUALITY PANEL**

#### **REPORT OF PANEL MEETING**

**Scheme:** CB4 Station Area, Phase 1a – Hotel, Office and Retail Development

**Date:** Monday 10<sup>th</sup> April, 2017

**Venue:** Room 128, Shire Hall, Cambridgeshire County Council, CB3 0AP

**Time:** 09:30 – 12:30

#### **Quality Panel Members**

Robin Nicholson – Chair

David Prichard

Meredith Bowles

Luke Engleback

Lynne Sullivan

David Taylor

#### **Panel secretariat and support**

Alokiir Ajang – Cambridgeshire County Council

#### **Local Authority Attendees**

Elizabeth Moon – Urban Design Consultant, South Cambridgeshire District Council

Katie Christodoulides – Senior Planning Officer, South Cambridgeshire District Council

#### **Applicant and Representatives**

Alison Wright - Bidwells

Neil Waterson - Bidwells

Michael Richter - Formation Architects

John Drew - Perkins + Will

Robert Myers - Robert Myers Associates

Andrew Rawlings - Mott MacDonald

Ivan Bennett - Brookgate Land Limited

#### **1. Scheme description and presentation**

Architect/Designer Formation Architects and Perkins + Will

Applicant Brookgate Land Limited

1

## CONFIDENTIAL



Planning status      Pre-determination stage

### 2. Overview

The site sits within the administrative area of South Cambridgeshire District Council and forms a part of the Cambridge Northern Fringe East area. The Cambridge North railway station is due to open in May 2017 and it will be a catalyst for the area and the surrounding developments coming forward.

The first phase to be delivered and presented to the Quality Panel is Station Square which comprises of plots 1 and 2 and are proposed for hotel (plot 1), office (plot 2) with supplementary retail and café/restaurant development. The Panel previously reviewed the the scheme on 8<sup>th</sup> February 2017 and made a number of recommendations. These included the following:

- Explore opportunities to promote well-being, related to the public space and internal routes in both buildings.
- Establish an overall statement for climate ambition. The development should aim to achieve near-zero carbon.
- The Panel questioned the building edges in relation to the coherence and functioning of the public space.
- Spatially and functionally, it is important that the square and its ground floor uses are integrated and welcome the wider public.
- The spaces and uses in the square are poorly resolved, there is an opportunity to be more creative to ensure long-term value.
- A strong sense of place is required, establishing a new civic character.
- The landscaping is important to the character of the architecture within the scheme, the Panel suggest looking at this holistically, exploring planting along with building massing.
- Consider air quality in the public space: cars and smokers.
- Consider effective shading to building facades where appropriate.

### 3. Cambridgeshire Quality Panel views

#### Introduction

The Panel's advice reflects the issues associated with each of the four 'C's' in the Cambridgeshire Quality Charter. The comments below include both those raised in the open session of the meeting and those from the closed session discussions.



Community

The Panel felt there was a great improvement since the last meeting and the applicant explained how they were looking into creating community gardens to encourage social cohesion and ownership.

The Panel were anxious about opportunities for anti-social behaviour in the pocket park garden and wondered how this could be overlooked; they recommended looking at ways to make it more active and potentially having railings to close it at night.

Health and well-being was discussed and the applicant explained how there is the opportunity for "wild bits" within the site. The Panel asked what was planned to happen on the square and commented that there is a need to consider creative ways to integrate health and well-being. The Panel suggested further greening of the disabled parking area and increasing the tree cover in the square, since markets can happen under trees.

The Panel asked about the location of community and other amenities and whether this will be included in the masterplan. The Panel commented that the shops within the scheme were likely to be extremely successful.

Connectivity

The Panel understood the challenges posed by the station and circulation pattern and they appreciated the applicant's efforts to deal with the consequences.

The conflicting movement in the square was starting to be addressed but there is a need to further address potential conflicts in the public square and to anticipate the movement of other users in this space.

There are two main cycle routes – a visitor cycle route through the square and a fast cycle route; the applicant explained how the bike park is within the red line of the application but outside the station lease. The applicant described how they want the shared public space to encourage people to slow down and if they want to go faster there is the option to use the west route. The Panel supported the idea that cyclists have the choice to do their own thing but recommended a more detailed analysis of the cycle routes to see if it would be beneficial to explore other routes through the scheme such as, through the car-park.

The Panel questioned the positioning of the strategic route along the guided busway and they felt the cycle store should be accommodated within the office building.

The Panel was pleased that the car provision was 50% of the average provision but asked whether the applicant had considered making it multi-storey later.

People will cycle over the disabled area, so there is a need for better control over the square and arrival space.



## CONFIDENTIAL



### Character

The applicant was inspired at the previous meeting by the Panel's recommendation regarding the landscape and subsequently they have incorporated additional tree planting in the square and rain gardens along the road.

There is no longer a seating area outside the hotel and the applicant said they intend to create an "urban forest" within this open space however, the Panel were anxious about the pocket park/ urban forest as this space could potentially become untidy and unused.

The Panel felt the massing had been addressed and it was commented that the hotel design was starting to show real promise although the ground floor canopy was a bit mean and could refer to the station design. Furthermore they suggested that a hotel bar on the top floor could enjoy the great views east towards Fen Ditton.

At the last meeting the applicant agreed with the Panel that the office building needs more of a "top" to strengthen the character of the elevation. In response, an extra floor has been added to the design for completeness, to act as a "chandelier" to the top and a projecting overhang. The Panel supported both these but felt that the hotel did not need a similar projecting overhang.

The Panel would like to see the west elevation and warned of the potential for overheating – the applicant said they are happy to provide this.

In regards to materiality, the Panel felt that great progression had been made to transform the buildings into something that feels solid and has presence. The details will be essential to the success of the design, for example the quality of the brickwork and the hotel window reveals. So it is critical to include as much detail as possible into the planning application and the approval.

### Climate

The applicant discussed their ambitions to go beyond BREEAM excellence and how they were looking at natural ventilation systems. The hotel will have photovoltaics (PVs) above the green roof.

The applicant described the complicated triangular shaped site for the office building and how they have sliced off the corner of the office to allow the space for a glass canopy with PVs. However the Panel felt the glazed wall above the office entrance was rather weak.

The Panel were pleased to see that the trees were no longer confined and a stronger arrangement of trees was presented. The Panel suggested mitigating some of the heat through careful tree positioning – Ostrya Zelkova tree could be an option as it has a good leaf mass index which is important.

The Panel recommended looking at precedent by living roof experts such as Dusty Gedge or Gary Grant.





The Panel encourages as much greenery in the scheme as possible – there is scope to introduce this into the centre island with the disabled bays as a means to reduce urban heating in a south-facing square and to mitigate pollution at exhaust level.

#### 4. Conclusion

The Panel thanked the applicant for coming back to the Quality Panel however, there are still concerns about traffic and movement and queried how the masterplan has evolved and who is in control. The Panel asked whether the applicant can really deliver the quality intended and noted that it would have been useful to have seen the scheme in the context of the wider masterplan.

The Panel made the following recommendations, further details can be found above:

- The Panel questioned whether the hotel canopy could be more meaningful if it referred to the station design.
- The Panel were concerned about the complexity of the loading bay, cycle area next to the Guided Busway and the cycle storage - consider alternative positioning.
- There is a concern about potential overheating on the western elevation, the Panel are interested to see what the solution will be.
- The lit roof projection works well on the office but the hotel does not need it.
- The Panel applauded the use of living roofs and suggested the applicant to consider an alternative tree species to Birch.
- There is an opportunity to green the whole square to make this space more comfortable. The Panel recommended looking at precedent by living roof experts.

There is a need to protect the building in the Planning Application to ensure the applicant's ambition is the building that is delivered. It was noted it will be a challenge for the Local Authority to lock in the detail.

It is important that the design standard is set high to show future phases what is expected and then delivered; the Panel is concerned that the material reality of CB1 is not as shown on the CGIs.

After the meeting the Panel realised they had not discussed the east elevation of the hotel and felt it should be more like the west elevation. They then wondered whether the office could slide slightly further north to widen the pavement for pedestrians. And subsequently one member asked whether there was a way that the rounded southern nose of the office could be used as a good place to meet.

**APPENDIX 3- VISUALS OF THE PROPOSED SCHEME**

**VIEW FROM STATION SQUARE**



**VIEW FROM MILTON AVENUE**





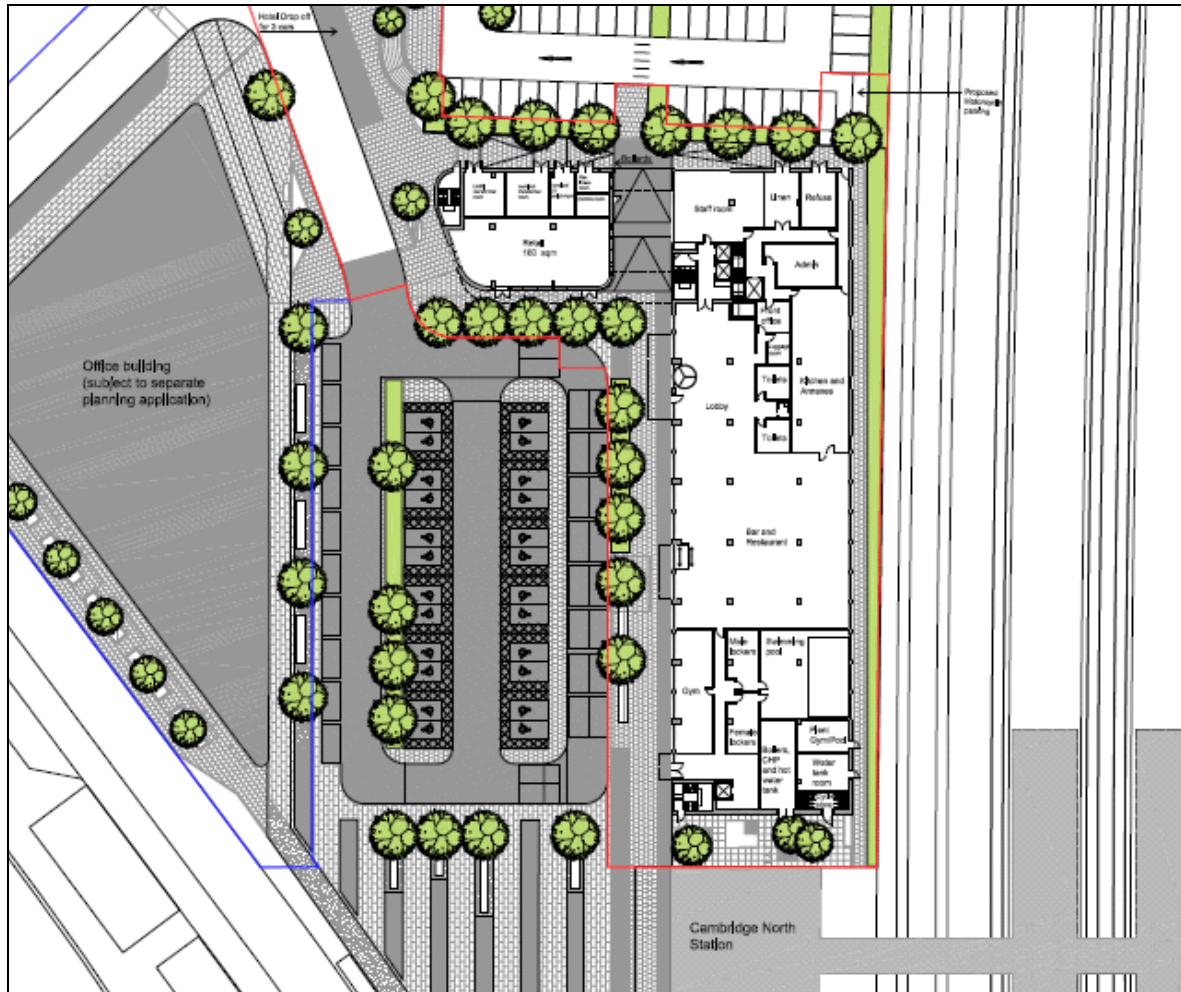
**VIEW FROM THE RAILWAY LINE**



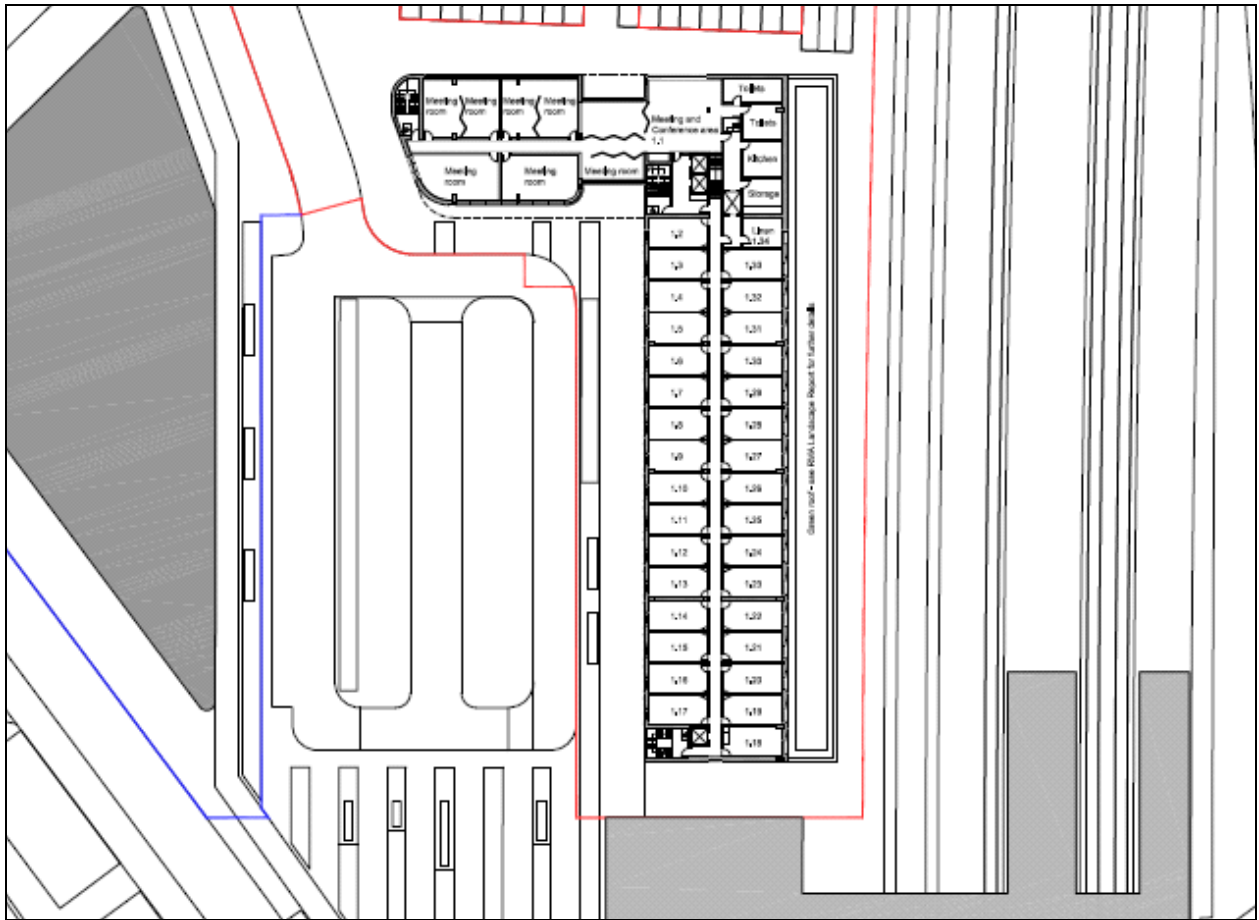
**VIEW FROM THE STATION CARPARK**



# GROUND FLOOR PLAN

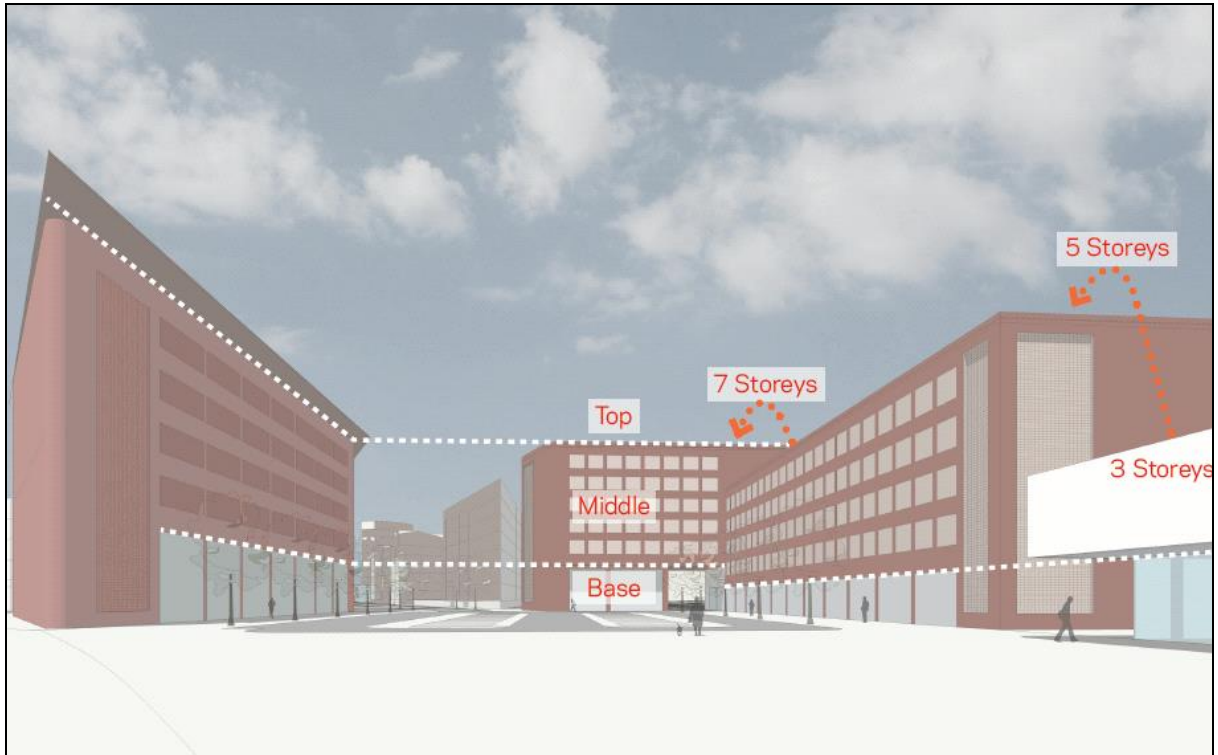


# FIRST FLOOR PLAN





**DESIGN APPROACH TO HEIGHT AND MASSING**



# Agenda Item 6

## JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Joint Director of Planning and Economic Development

Date: 15 November 2017

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<b>Application Number</b>	S/2403/17/FL	<b>Agenda Item</b>	
<b>Date Received</b>	4 <sup>th</sup> July 2017	<b>Officer</b>	Katie Christodoulides
<b>Target Date</b>	27 November 2017 (Extension of time agreed)		
<b>Parish</b>	Milton		
<b>Site</b>	Land adjacent to Cambridge North Station, Milton Avenue, Cambridge		
<b>Proposal</b>	Erection of building comprising office B1 (a) floorspace and ancillary ground floor retail (A1/A3) floorspace, associated landscaping and public realm improvements and a 125 space car park		
<b>Applicant</b>	Brookgate Land Limited		
<b>Recommendation</b>	Approval		
<b>Application Type</b>	Major	<b>Departure:</b>	Yes

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The above applications have been reported to the Planning Committee for determination by Members in accordance with the Scheme of Delegation for the Joint Development Control Committee for the Cambridge Fringes.

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<b>SUMMARY</b>	<p>The proposed development on the site is considered in principle to be acceptable.</p> <p>This scheme complies with the general vision and development objectives of successful regeneration of the Cambridge Northern Fringe East area; modern commercial business needs and buildings, sustainable urban living, opportunities to create a well-connected and vibrant place and opportunities to enhance the environmental assets.</p> <p>The design and appearance of proposed office is appropriate for the context and will make a positive contribution to the character and appearance of the area, creating attractive, high quality spaces.</p> <p>In terms of contaminated land, odour, air quality, construction and plant noise, officers are content that the safeguards are in place to protect the amenities of the area.</p> <p>The development achieves an appropriate level of car and cycle parking.</p>
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**1.0 SITE DESCRIPTION/AREA CONTEXT**

- 1.1 The site is located in the southern corner of the former Chesterton Sidings site within Cambridge Northern Fringe East (CNFE), adjacent to the new Cambridge North Station.
- 1.2 Planning permission was secured in February 2015 for the reconfiguration and consolidation of the existing mineral processing and transfer operation and other works associated with the relocation of the former railway sidings. This realignment and freeing up of land enabled the provision of the Cambridge North Station in the south-eastern corner of the former Chesterton Sidings site.
- 1.3 The Cambridge North Station comprises the station building adjacent to the railway line with a 1,000 space covered cycle park located to the south, Station Square to the west and a 450-space car park to the north.
- 1.4 The proposed site forms a triangular shape, measuring 0.8 hectares in area and is bound to the south by the Guided Busway, to the east by the Station Square, to the north by the station access road and to the west by the remainder of the former Chesterton Sidings site. The site has been cleared for the works associated with the Cambridge North Station, which was previously former raiiling sidings, characterized by open mosaic habitats interspersing between areas of aggregate storage and rail tracks.
- 1.5 Cambridge Northern Fringe East (CNFE) has been identified for redevelopment within successive local plans and is currently identified as an Area of Major Change under Policies SS/4 and 14 of the emerging South Cambridgeshire and Cambridge City Council Local Plans. These policies encourage high quality mixed use development, primarily employment led in CNFE which is to be established through the development of an Area Action Plan (AAP) for the site.
- 1.6 The site lies within Flood Zone 1 and within two designations by the adopted Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan, 2012, including the Cambridge Waste Water Treatment Works and Transport Safeguarding Zone.
- 1.7 The site lies within Milton Parish and the administrative boundary of South Cambridgeshire District Council.

**2.0 THE PROPOSAL**

- 2.1 Full planning permission is sought for the erection of a building comprising of 9,725m<sup>2</sup> of floor space for B1 (office) use, with 805m<sup>2</sup> of ancillary retail (A1/A3) floorspace, 325m<sup>2</sup> of cycle storage and 369m<sup>2</sup> of back of house use. In addition the proposal seeks permission for associated landscaping, public realm improvements and a 125 space car park.
- 2.2 The application has been subject to pre-application discussions with officers. Comprehensive comments on the emerging scheme were provided, and the applicant and their design team have largely amended their proposals to respond

to the issues and suggestions made by officers.

2.3 The application is accompanied by the following supporting information:

1. Design and Access Statement
2. Planning and Consultation Statement
3. Archaeological Watching Brief and Test Pit Evaluation Report
4. Noise Assessment
5. Ecological Impact and Ecological Statement
6. Transport Assessment
7. Framework Travel Plan
8. Landscape Design Statement
9. Construction Traffic Management Plan
10. Surface and Foul Water Drainage Strategy
11. Ventilation Statement
12. Sustainability Statement
13. Phase 1 Geotechnical and Geo-environmental Preliminary Risk Assessment
14. Health Impact Assessment
15. Utilities Statement
16. Odour Assessment
17. Air Quality Assessment

2.4 Amended plans and documents comprising of tree details, landscaping, a drainage update, elevation update, further townscape view, noise assessment addendum, ecology details and amendment to transport details were received on 4 September 2017.

### **3.0 RELEVANT SITE HISTORY**

3.1 S/3102/15/FL / 15/2317/FUL – A new 450 sq m station building and associated infrastructure, including 450 space rail station car park, 1000 cycle park, main vehicular access road to the station and creation of access route to the Guided Busway, pedestrian and cycle links to surrounding areas and extension to the Cambridge Guided Busway into the site along the alignment of the former St Ives Branch Line - (APPROVED).

3.2 S/1236/15/FL / 15/0994/FUL - Proposed Development for a new 450 sq m station building (including passenger waiting facilities, toilets, staffed ticket office, shop unit(s), amenity space, rail staff accommodation and facilities), two main line platforms (254m with the provision for extension to 270m in length and capable of accommodating a 12 car train) and a bay platform, a pedestrian cycle bridge linking the station building and platforms over the main line, a landscaped 450 space car park and 1000 cycle park, new pedestrian and cycle links to surrounding areas, and the extension of the bus lane and cycle route from the Cambridge Guided Busway into the site along the alignment of the former St Ives Branch Line - (APPROVED).

3.3 S/1497/13/CM - Proposed Development for a new 450 sq m station building (including passenger waiting facilities, toilets, staffed ticket office, shop unit(s), amenity space, rail staff accommodation and facilities), two main line platforms (270m in length and capable of accommodating a 12 car train) and a bay platform, a pedestrian cycle bridge linking the station building and platforms over the main line, a landscaped 450 space car park and 1000

cycle park, new pedestrian and cycle links to surrounding areas, and the extension of the bus lane and cycle route from the Cambridge Guided Busway into the site along the alignment of the former St Ives Branch Line – (APPROVED).

#### **4.0 PUBLICITY**

Advert (Major/Departure) – Yes

Site Notice – Yes

Adjoining Owners/Occupiers – Yes

#### **5.0 POLICY**

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

- 5.1 The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for England. These policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations. The document was published on 27 March 2012 and immediately became a material consideration for planning applications. It replaces PPGs and PPSs, and other guidance. The document encourages positive, balanced decisions, emphasizes the primacy of the Development Plan and local decision making.

##### **Local Development Plan Policy**

- 5.2 **Local Development Framework, Core Strategy, Development Plan Document 2007**

ST/3 Re-Using Previously Developed Land and Buildings

- 5.3 **Local Development Framework, Development Control Policies 2007**

DP/1 Sustainable Development

DP/2 Design of New Development

DP/3 Development Criteria

DP/4 Infrastructure and New Development

DP/6 Construction Methods

DP/7 Development Frameworks

SF/6 Public Art and New Development

NE/1 Energy Efficiency

NE/2 Renewable Energy

NE/3 Renewable Energy Technologies in New Development

NE/4 Landscape Character Areas

NE/6 Biodiversity

NE/9 Water and Drainage Infrastructure

NE/11 Flood Risk

NE/12 Water Conservation

NE/14 Lighting Proposals

NE/15 Noise Pollution

NE/16 Emissions

CH/2 Archaeological Sites

TR/1 Planning for More Sustainable Travel  
TR/2 Car and Cycle Parking Standards  
TR/3 Mitigating Travel Impact  
TR/4 Non-motorised Modes

**5.4 South Cambridgeshire LDF Supplementary Planning Documents (SPD)**

District Design Guide - Adopted March 2010  
Biodiversity- Adopted January 2009  
Landscape in New Developments – Adopted March 2010  
Public Art- Adopted January 2009  
Health Impact Assessment- Adopted March 2011  
Open Space in New Developments-Adopted January 2009

**5.5 Cambridge Local Plan 2014 Proposed Submission**

Policy 60  
Appendix F Tall Buildings and the Skyline

**5.6 Cambridgeshire and Peterborough Minerals and Waste Core Strategy 2011**

CS23 Sustainable Transport of Minerals and Waste  
CS31 Waste Water Treatment Works Safeguarding Areas

**5.7 Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan 2012**

SSP T2C – Cambridge Northern Fringe (Aggregates Railhead)

**Emerging Planning Policy**

- 5.8 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 South Cambridgeshire, therefore, the emerging Local Plans 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 Local Plan.

For the application considered in this report, the following policies in the emerging plans that carry limited weight are:

**5.9 South Cambridgeshire Emerging Local Plan Policies**

S/3 Presumption in Favour of Sustainable Development  
S/5 Provision of New Jobs and Homes  
S/7 Development Frameworks  
SS/4 Cambridge Northern Fringe East and land surrounding the proposed Cambridge Science Park Station  
CC/1 Mitigation and Adaptation to Climate Change  
CC/3 Renewable and Low Carbon Energy in New Developments  
CC/4 Sustainable Design and Construction  
CC/6 Construction Methods

CC/8 Sustainable Drainage Systems  
 CC/9 Managing Flood Risk  
 HQ/1 Design Principles  
 HQ/2 Public Art and New Development  
 NH/2 Protecting and Enhancing Landscape Character  
 NH/4 Biodiversity  
 NH/14 Heritage Assets  
 E/9 Promotion of Clusters  
 SC/2 Health Impact Assessment  
 SC/10 Lighting proposals  
 SC/11 Noise Pollution  
 SC/12 Contaminated Land  
 SC/13 Air Quality  
 SC/15 Odour and Other Fugitive Emissions  
 T1/1 Chesterton Rail Station and Interchange  
 TI/2 Planning for Sustainable Travel  
 TI/3 Parking Provision  
 T1/8 Infrastructure and New Developments

**5.10 Status of Proposed Submission - Cambridge Northern Fringe East Area Action Plan**

South Cambridgeshire District Council and Cambridge City Council have finished examination of their Local Plans by Laura Graham on behalf of the Secretary of State. The Authorities have included in their plans an intention to produce an Area Action Plan (AAP) to guide re-development of land within the Cambridge Northern Fringe East Area within which the proposed development is situated. The consultation on the Issues and Options Report closed on 2 February 2015. With papers presented to the Joint Strategic Transport and Spatial Planning Committee on 16<sup>th</sup> November 2015 to take forward two potential options for the development. The AAP is still under preparation; however it will establish the quantum of development, site capacity, viability, time scales and phasing of development within the action plan area. Once adopted, this will form part of the Development Plan for South Cambridgeshire District Council. Policy 14 of the emerging Cambridge Local Plan and Policy SS/4 of the emerging South Cambridgeshire Local Plan aim to create a vibrant and successful employment led, mixed use neighbourhood, shaped as a whole by the community. Given the status of the emerging AAP, it can only be given very limited weight.

**5.11 Cambridge City Emerging Local Plan Policies**

Policy 14: Northern Fringe East and land surrounding the proposed Cambridge Science Park Station Area of Major Change

**6.0 INTERNAL CONSULTATIONS**

The views of the consultees are summarised as follows:

- 6.1 Urban Design Officer** – Overall the proposal has many positive aspects that will support the regeneration of the area and contribute to the vitality of Station Square. The proposed canopy has been removed and lacks the visual impact, more detail is required on the canopy design, in terms of light and visibility of the roof plant. The layout and general arrangement of uses is acceptable. More information is required on the surfacing of the car park and whether there will

be temporary fencing and barriers. Requests conditions in regard to material samples, sample panels and details of plant, lighting strategy and signage strategy.

Comments on amended application

The proposed amendment to the canopy are acceptable in terms of design. Recommends conditions in terms of materials and detailed design for the canopy.

- 6.2 Environmental Health**– Raises concerns regarding the reflection of noise and impact on nearby neighbours. Requests detailed modelling will be required to demonstrate concerns regarding reflections and additional traffic have been adequately assessed and any adverse impacts fully addressed. Notwithstanding this comment, conditions are recommended in regard to construction environmental management plan, odour, lighting, renewable energy strategy and waste management.

Comments on amended application

Having considered the Noise Assessment Addendum, the information is sufficient to demonstrate the adverse effects from noise will either be negligible or remain unchanged by nearby receptors and the application is recommended for approval subject to appropriate conditions.

Having considered the issues of noise and dust, the proposed buildings are capable of being development with a satisfactory level of amenity provided. The impact from dust deposition at parts of the car park will occur but will on an occasional basis.

- 6.3 Environmental Health (Contamination)** – A copy of the preliminary risk assessment has been received and consideration of the implications of the proposals. The site had a mixed history of potentially contaminative uses, mostly historical railway land. A condition is recommended requiring further work in terms of investigation and recording of contamination, a remediation statement and verification report.

Comments on amended application

Previous comments as before.

- 6.4 Air Quality Officer-** The Air Quality Assessment and Transport Assessment have been reviewed and there are no objections to the proposed development on the basis of impacts to or from air quality. Requests the addition of conditions in regard to electric vehicle charging, low NOx boilers and Combined Heat and Power for heating and hot water.
- 6.5 Ecology Officer-** Requests the following issues to be resolved before determination, there are inconsistencies between the agreed ecological enhancements for the station and this proposal, consideration of removal of loose earth on the green and brown roofs to reduce exposure to wind and scrub fringe/ivy should be included in the scheme.

Comments on amended application

Requests conditions in regard to nesting and roosting boxes on the building, clarify the planting schedule and monitoring and management for the habitats.

6.6 **Traveller Liaison Officer-** No comments received.

6.7 **EXTERNAL CONSULTATIONS**

The views of the consultees are summarised as follows:

6.8 **Cambridgeshire County Council (Transport Assessment Team) –**  
Requests a holding objection until further information is submitted to address outstanding issues.

Comments on amended application

Objects to the proposal until further details are provided for distribution and assignment, junction modelling and details of mitigation for Milton Road to accommodate the impacts of this development have been provided.

Recommends approval subject to details in regard to mitigation for a new bridge over the First Public Drain to improve north and south links along Cowley Road and a new footway from Cowley Road Business Park.

6.9 **Cambridgeshire County Council (Lead Highways Development Management Engineer) -** The proposal creates a risk and hazard that falls outside those that would normally be encountered by users of the highway. The ground floor bar and restaurant seek external tables and chairs, which would obstruct the passage of pedestrians and cyclists within the shared space of the station square.

Comments on amended application

The outward opening doors have been amended however the information provided states that they will still be able to open outwards in an emergency. All other comments from the previous response are still valid.

6.10 **Lead Local Flood Authority –** Objects to the proposal on the grounds of no demonstration that the existing agree impermeable area will be able to manage the proposed surface water drainage of the scheme and how surface water will be managed for land to the south of the car park.

No evidence regarding the legal agreement has been provided, with no reassurance the existing drainage within the Cambridge North Station will be retained and maintained. The 1 in 100 plus 40% climate change event will result in some flooding in the Cambridge North Station boundary. The addition of the hotel and office into the existing drainage system will result in a system at capacity. The concerns relate to the long-term maintenance and liabilities associated with flooding, subject to a condition ensuring the attenuation will exist and be maintained for the lifetime of the development then there are no objections.

- 6.11 **Cambridgeshire County Council (Archaeology)** – No objection to the proposed development and would not consider archaeological works to be necessary in connection with this application.

Comments on amended application

No objections and no further archaeological requirements for this development.

- 6.12 **Minerals and Waste Officer-** Requests that a dust assessment and consideration of the Tarmac railhead which is subject of the Transport Safeguarding Zone

6.13 **Cambridge City Council as An adjoining LPA:**

- 6.14 **Cambridge City Urban Design Officer -** Requests conditions in regard to material samples, sample panel, roof details, windows and glazing and requests further information on the threshold to the station square needing to accommodate drop off and pick up, spill out space and activity from the retail units and a key cycle route, disabled parking bays and how users of these spaces will exit and re-join Milton Avenue, and a landlord/tenant fit out to allow control on retail unit fit out.

Comments on amended application

The concerns raised in previous comments remain. The spill out space from the ground floor retail units raises concerns regarding the use of this area for pedestrians and cyclists.

- 6.15 **Cambridge City Council Planning Policy Officer-** No objections.

- 6.16 **Cycling and Walking Officer–** The proposed is unacceptable and should be refused as the cycle and pedestrian route is inadequate and will prohibit the use of spill out tables and chairs. The potential for conflict with those accessing and egressing the building is unacceptably high. Requests the building is set back to provide a high quality cycle and pedestrian route. There is inadequate detail of the cycle and pedestrian route which is proposed alongside the bus road and crosses the busway. Detail of the cycle route, its exact alignment, surfacing materials, width and associated flush kerbs should be conditioned. There is no continuous pedestrian route from this development along Cowley Road as there is a section of footway missing on the north east side of Cowley Road. There is inadequate spacing for cycle parking within the building, provision of cycle parking for staff should be under cover and secure. There is no visitor cycle parking near the entrance to the office building.

Comments on amended application

The proposal is still unacceptable as the cycle and pedestrian route to the front of the building is inadequate, requests the building is set back to provide a high quality cycle and pedestrian route. Raises concerns regarding inadequate spacing for cycle parking, staff cycle parking within and outside the building and no visitor cycle parking spaces to the front of the building.



- 6.17 **Drainage Officer** – The development proposal is unacceptable. The proposals increase flood risk due to no attenuation being provided on the development parcel and compromise the surface water drainage strategy for the station.

Comments on amended application

If these applications are to be considered to be part of the Cambridge North Station site and are conditioned adequately to ensure that surface water attenuation will be retained for the lifetime of the development then on technical grounds I would have to accept the submitted information as not causing an increase in flood risk.

- 6.18 **Landscape Officer**– Requests conditions in regard to hard and soft landscaping, tree pit details, green roof details and additional information is provided in regard to the temporary car park. Requests additional information in terms of a photomontage and view point analysis from Ditton Meadows of the proposal, clarification on the red line boundary and more information on the temporary car park.

Comments on amended application

Requests conditions in regard to hard and soft landscaping, tree pit details, green roof details and additional information is provided in regard to the red line boundary including the area of temporary steps, paving and retaining wall and concern regarding the uplift canopy and night time views and light pollution.

- 6.19 **Sustainability Officer**– The proposal is acceptable subject to conditions in regard to design stage certification, post construction certification, renewable and low carbon energy implementation.

- 6.20 **Accessibility Officer**- No comments received.

- 6.21 **Cambridgeshire Constabulary (Architectural Liaison Officer)** – Requests a condition for external lighting.

Comments on amended application

Previous comments still stand.

- 6.22 **Historic England**– Considers that the proposed development would harm the significance of the Fen Ditton Conservation Area, including Stourbridge Common and the relationship between Cambridge and the surrounding countryside.

Comments on amended application

Previous recommendation still stands. Objects to the proposal on the harm to the significance of the Fen Ditton Conservation Area, including Stourbridge Common and the relationship between Cambridge and the surrounding countryside.

- 6.23 **Natural England** – No comments to make.

- 6.24 **Cambridgeshire Fire and Rescue Service** – Adequate provision should be made for fire hydrants by way of Section 106 Agreement or planning condition.
- 6.25 **Environment Agency**– No objection in principle and comments that the site is underlain by Gault Formation (Mudstone) of the Selborne Group which is considered as unproductive strata due to the high clay content and low permeability. The majority of the site is overlain by River Terrace deposits, considered as a secondary aquifer. There is the potential for pollutant linkages and further investigation is required. Requests conditions in regard to groundwater and contamination, historic contamination, surface water scheme, no use of penetrative methods, materials management plan and informatives in terms of surface water drainage, foul water drainage and pollution prevention.

Comments on amended application

No further comment to add to the previous response.

- 6.26 **Wildlife Trust**– No comments received.
- 6.27 **Anglian Water**– Requests a condition in regard to foul water strategy and informatives in regard to trade effluent.
- 6.28 **Camcycle**- Objects to the proposal. The removal of the existing cycleway will replace it with a poor quality indirect route. Raises concerns regarding the proposed car parking strategy, increasing cycle parking and parking for oversized cycles.
- 6.29 **Highways England**- Offers no objection.

Comments on amended application

Previous recommendation remains.

- 6.30 **Council for British Archaeology**- No comments received.
- 6.31 **Cambridge Guided Busway**- No comments received.
- 6.32 **Bramblefields LNR Friends Group** -No comments received.
- 6.33 **Nuttfield Road Allotments**- No comments received.
- 6.34 **Cambridge Past, Present & Future** – Recommends refusal on the grounds of the development being premature as they have come forward before the completion of the Area Action Plan for the Cambridge Northern Fringe East (AAP) as proposed in the emerging Local Plan.
- 6.35 **Cambridge Airport**- No comments received.

**7.0 PARISH COUNCIL AND NEIGHBOUR REPRESENTATIONS**

- 7.1 **Milton Parish Council** – Objects to the proposal due to the diversion of the cycle path from the previous direct route to the station to a tortuous route around the back of the office block, through a number of right angled bends and crossing the guide busway, is counter-intuitive and much longer. The Parish

supports the views of Camcycle and local travellers, that this is disadvantageous to cyclists. Previous comments of no recommendation and comments on overbearing and landscaping to be adequate.

#### 7.2 Comments on amended application

7.3 Objects to the proposal on the diversion of the cycle path, that the proposal will be disadvantageous to cyclists, the design is overbearing and that landscaping be adequate.

7.4 **Fen Ditton Parish Council (neighbouring parish)** – Broadly supports with its objective of enhancing the area of the new railway station. Objects to the scheme and comments that details to be addressed are the recognition of the importance of Ditton Meadows and Stourbridge Common as water meadows, concern is raised regarding the impact from operational lighting, lighting and visual intrusion with reduced vegetation screens, noise impact in Fen Ditton from the reflectance off the hotel.

7.5 Representations have been received from local residents and the following comments have been received:

- Concern raised regarding the realignment of the cycleway.
- The alternative route will result in a large detour.
- Lack of cycle parking, with parking in a strange and obscure location
- Close proximity of the office to the segregated cycleway and pedestrian footway.
- The segregated three metre wide cycle way along the west side of Milton Avenue continues along the west side of Cambridge Square. There is no footpath or cycleway along the bus link road.
- There is only one side access to the east end of Cambridge Business Park, not two as shown in the Framework Travel Plan.
- Concerns regarding more car parking.

## 8.0 ASSESSMENT

8.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The NPPF constitutes guidance for local planning authorities and is a material consideration in planning decisions. For decision-taking this means approving development proposals that accord with the development plan.

8.2 The planning system should promote sustainable growth which has three dimensions. The first of these is an economic role, contributing to building a strong responsive and competitive economy, ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation and by identifying and coordinating development requirements, including the provision of infrastructure. The NPPF puts significant weight on the need to support economic growth. Secondly a social role supporting vibrant communities, creating high quality development with accessible local services reflecting the needs of the community. Thirdly an environmental role in protecting and enhancing our natural, built and historic environment, helping improve biodiversity, foster prudent use of resources, minimize waste and pollution whilst moving towards a low carbon economy.

8.3 From the consultation responses and representations received and from inspection of the site and the surroundings, the assessment has been structured under the following headings:

1. Principle of development
2. Environmental Impact Assessment
3. Visual and Historic Impact
4. Neighbour Amenity
5. Accessibility
6. Transport and Access
7. Car and cycle parking
8. Cycle Routes
9. Refuse/ Servicing
10. Trees and Landscaping
11. Ecology
12. Renewable Energy/ Sustainability
13. Flooding/Drainage
14. Noise
15. Air Quality
16. External lighting
17. Ventilation
18. Contamination
19. Public Art
20. Archaeology
21. Fire Safety
22. Argument of Prematurity

## **9.0 Principle of the development**

9.1 The site lies within the Development Framework for Cambridge North Fringe and Chesterton Fen Road. Policy DP/7 Development Frameworks of the Development Control Policies, DPD permits the development and redevelopment of unallocated land and buildings within development frameworks. The emerging South Cambridgeshire and Cambridge City Local Plans, Policies SS/4 and 14 identify Cambridge Northern Fringe East as an area for major change which will enable the creation of a revitalised, employment focussed area centred on a new transport interchange, with the area allocated for high quality mixed use development, primarily employment within Use Classes B1 (Business), B2 (General Industry) and B8 (Storage or Distribution) as well as a range of supporting uses, commercial, retail and residential. A joint Area Action Plan (AAP) is being prepared in accordance with these policies in which the amount of development, site capacity, viability, time scales and phasing of development will be established. An Issues and Options Report was subject to public consultation from December 2014 to February 2015, papers were presented to the Joint Strategic Transport and Spatial Planning Committee in November 2015 to take forward two potential options for the development of CNFE. The two refined options that have been formulated are Option 2A 'Medium Level of Redevelopment' and Option 4A 'Maximum Level of Redevelopment'. Following this, there have been delays in the Local Plan examination process and delays to the AAP progress therefore timeframes for its publication remain uncertain.

- 9.2 The National Planning Policy Framework seeks a presumption in favour of sustainable development. The site lies adjacent to Cambridge North Station and is highly sustainable in terms of transport links in addition to the rail links the site benefits from good bus links, the Guided Bus, cycle and pedestrian links serving the local and wider area. The site lies close to local services and Cambridge City Centre. The emerging policies and the NPPF seek to re-use land that has been previously developed to achieve each of the economic, social and environmental dimensions of sustainable development.
- 9.3 This proposal comes forward as part of the first phase of redevelopment of the former Chesterton Sidings site. The rationale put forward by the application is to create a place with activity around the new station, acting as a catalyst for the regeneration of the wider site for the future. It is recognised that this proposal comes forward ahead of the adoption of the AAP, alongside the current proposed hotel scheme. As a result, little weight can be given to the AAP. Notwithstanding the above, it is considered that these schemes will meet the purpose of the CNFE AAP by providing high quality employment led mixed use development which will help to meet the long term growth needs of Cambridge. Given the size and scale of the proposal, and that it would provide employment and retail within the existing station area which is of an appropriate size and scale to not impact significantly on the area and wider area, the proposal coming forward at this early stage is considered appropriate. Further redevelopment of the area is expected and this would be following the adoption of the AAP.

## **10.0 Environmental Impact Assessment**

- 10.1 A Screening Opinion was issued by South Cambridgeshire District Council on 26:04:2017. The Screening Opinion concluded that the proposed development was not EIA development as it was unlikely to have significant effects on the environment.

## **11.0 Visual Impact**

### ***Context of site and building height***

- 11.1 The proposed building lies to the east of the station square, forming a triangular shaped footprint matching the site's shape. The proposed office building comprises of seven storey's, organised into three parts consisting of the base for retail, the middle section for offices and the upper section which is set back from the rest of the façade and designed to give a top to the building. The proposed scale of the office building, and adjacent public spaces have been designed to relate to the scale of the square, proposed hotel, and similar spaces within Cambridge City at Cambridge Station, and the Market Square. The proposed context of the site and building heights have been modelled physically and virtually to ensure the relationships between the buildings and spaces are appropriate. The proposed seven storey office building would relate to the northern seven storey wing of the proposed hotel, helping to define and frame the station square, being an appropriate scale for the size of this space, and reinforcing the civic presence.
- 11.2 The proposal will measure 26 metres in height excluding the plant which totals 29 metres. Representatives have been received in which concern is raised regarding the height of the proposal and visual impact on the

surrounding area including one from Historic England who raise particular concern about harm to the significance of the Fen Ditton Conservation area, including Stourbridge common and the relationship between Cambridge and the surrounding countryside. It is acknowledged that the proposed height of the office will be larger than the surrounding buildings, matching the height of the northern wing of the proposed hotel. It is considered this height is appropriate for the buildings in order to frame the station square and be of a sufficient scale to do this. The proposed height provides a city form that establishes a new urban status for this area. The proposed height is considered acceptable.

- 11.3 A Townscape View Analysis document was submitted with the application in which a visual assessment has been taken from 11 viewpoints. An Amended Townscape View Analysis was submitted 4 September 2017 in which an additional view has been provided from Ditton Meadows. It is observed from this document that views of the office will be possible from certain viewpoints, with the proposal from viewpoint 12 at Ditton Meadows being partially visible with limited visibility of the upper floors and roof canopy. The visibility of the development in this location is predominantly due to site clearance that has taken place at a site located between the application site and the river which has resulted in a gap where the application site and the existing station building are visible. Significant landscaping mitigation has been secured under the Hayling House, Fen Road application 16/0617/FUL secures mitigation landscaping which officers consider will mitigate and minimise the views of the Hotel from Ditton Meadows. Within a number of the views there are obstructions which include trees, vegetation, houses and buildings. It is considered that the proposal would not have a significant visual impact in long distance views, resulting in limited visual harm on any of the key viewpoints and heritage assets from around the site.
- 11.4 The massing and height of the building is appropriate to its context and complies with Policies DP/2 and DP/3 of the Local Development Framework.

### **Historic Impact**

- 11.5 The site lies outside of any designated heritage assets. 500 metres to the south east of the site within Cambridge City Council administrative boundary lies the Central Cambridge Conservation Area which forms Stourbridge Common and Ditton Meadows which are designated Green Belt and City Wildlife and Local Nature Reserves. An additional landscape view point from the south western point of Ditton Meadows was requested, and provided given the clear view of the station from this heritage asset.
- 11.6 400 metres to the east and south of the site lies the River Cam which forms the boundary to Fen Ditton Conservation Area. Within Fen Ditton lies Grade I and II\* listed buildings. Historic England have raised concern that the proposal would introduce modern buildings of a greater scale which would result in harm to the historic significance of the Conservation Area, and the relationship between Fen Ditton Conservation Area, Stourbridge Common and Cambridge visually.
- 11.7 The proposal has been assessed in terms of its impact on these heritage assets and it is acknowledged (as discussed above) that views of the proposed office building will be seen from a limited part of Ditton

Meadows. Officers consider that the Hotel will not be visible from Fen Ditton Conservation area; therefore there is no significant impact on Fen Ditton Conservation area. The proposal won't be significantly high or viewable when viewed in relation to existing trees, landscaping and the existing station. The proposal would lead to less than substantial harm, with the public benefits of the scheme being the economic improvement to the area through provision of services and employment, social improvement of leisure and retail facilities and environmental improvements of re-use of previously developed land, ecological enhancements, sustainable design and accessibility by non-car means of travel. The proposal would therefore accord with Policies DP/1, DP/2 and DP/3 of the Local Development Framework and paragraphs 128, 131 and 134 of the National Planning Policy Framework.

***Design and use of materials***

- 11.8 The proposed design of the building maximises the triangular form of the site by being triangular in shape, with the truncated north east corner and curved canopy which completes the form of the site.
- 11.9 The proposed materials of the building consist of brick, timber and bronze coloured aluminium, with glass strip fenestration to the offices. There will be concrete clad columns running vertically up the building and the roof canopy which provides a contrast to the earthy characteristics of the bricks. The fenestration is broken with vertical louvres to provide solar shading to the east and west facades. The brickwork is enhanced by panels of perforated brickwork which adds interest and light to both interior and exterior views. The elevations of the office have a strong horizontal emphasis with strip windows to the upper floors on the east, north and west frontages with the contrast of large vertical element of glazed curtain walling on the entrance façade.
- 11.10 The proposed roof is designed to be a combination of a green roof and provides areas of photovoltaic panels which provide some of the renewables for the building. The curved canopy and roof overhang will be illuminated on the east façade with uplighters on the station square to provide an illumination and glow at the top of this building.
- 11.11 The proposal is considered to be a high quality design, which would enhance the character of the local area, and would compliment the proposed adjacent hotel building. As a result, the proposal would contribute to the activity within the Square, adding to the vitality of the station. The proposal would accord with Policies DP/2 and DP/3 of the Local Development Framework.

**Cambridgeshire Quality Panel**

- 11.12 The Cambridgeshire Quality Panel reviewed the scheme on 8<sup>th</sup> February and 10<sup>th</sup> April; 2017. The scheme was amended between the two Quality Panel meetings.

**Issues and Recommendations of Quality Panel.**

<b>Quality Panel issues and recommendations</b>	<b>Officer Response</b>
Concern raised regarding the complexity of the loading bay, cycle	Additional cycle storage has been provided within the building with

area next to the guided bus way and alternative positioning should be considered for the cycle storage.	some accommodated outside adjacent to the building.
Concern about the potential overheating on the western elevation.	The office will achieve BREEAM excellent rating with aspiration for outstanding.
<p>There is a need to protect the building through the planning application stage to ensure the applicants ambition is delivered.</p> <p>It is important that the design standard is set high to show future phases what is expected and delivered.</p> <p>Questioned whether it was possible for the office to move slightly further north to widen the pavement for pedestrians.</p>	<p>Officers have worked with the applicant to ensure that the quality of the materials and articulation of elements will deliver a quality development. Conditions are proposed for the detailing and materials.</p> <p>Due to the irregular shape of the site and the arrangement of the building it has not been possible to relocate the building slightly further north. The footpath is located outside of the application site and was secured under the Station building application which has been implemented.</p>

Please see Appendix 2 For full Quality Panel Response.

- 11.13 The proposal is considered to be a high quality design, which would enhance the character of the local area, adding to the existing station area. Conditions 2-11 are recommended to require specific design details to be submitted for approval. The proposal would accord with Policies DP/2 and DP/3 of the Local Development Framework.

***External Spaces***

- 11.14 The proposal seeks a number of landscaping and public realm improvements.
- 11.15 Specimen trees are proposed to be planted along the east elevation between the building and the car drop off and to the west along the guided bus route. This will help to frame views of the building, create a visual separation from vehicles and provide shelter for the adjacent benches. It will also provide a high quality piece of public realm to the station square. Underground planting along the Guided Busway will consist of evergreen shrubs, grasses and low herbaceous planting, forming rain gardens.
- 11.16 A green gateway is proposed when approaching the Square from the Boulevard with a specimen tree proposed outside the office entrance to enclose and frame this space; this is mirrored on the opposite side of the road.
- 11.17 The proposals would comply with Policies DP/1 and DP/2 of the Local Development Framework.



## **12.0 Neighbour Amenity**

- 12.1 The nearest neighbouring properties lie 120 metres to the north east at Sunningdale Caravan Park, with neighbouring properties 70 metres from the site to the south west along Long Reach Road. An industrial estate lies to the south east. Concern has been raised regarding the design and height of the office from these neighbouring properties being overbearing and reflection of noise from the facades of the buildings on residents. The proposal will be evident in open views towards the station from these properties, however given this distance, the proposal is not considered to be significantly overbearing to these residents. Noise reflection from buildings has been assessed and detailed in the Noise impact Assessment and Addendum in which noise has not been considered to result in significant harm.
- 12.2 The proposal would accord with Policy DP/3 of the Local Development Framework.

## **13.0 Accessibility**

- 13.1 The proposal will provide 3 no. blue badge parking spaces to the north west, adjacent to the building, which will have level pavement access to the main office entrance. 3 no blue badge parking spaces are additional proposed within the ground level car park for the office building.
- 13.2 Wheel chair compliant lifts and disabled facilities will be accessible from all levels.
- 13.3 Access to the retail units within the scheme will allow level access for users.
- 13.4 The proposal has been reviewed by the City Council's Disability Officer and the Disability Consultative Panel. The Panel raised no objections to the scheme in principle; comments were made in terms of the excavation or firefighting lifts are included in the design as can be used as an emergency.
- 13.5 The proposal would accord with Policy DP/2 of the Local Development Framework.

## **14.0 Transport and Access**

- The highway network in the vicinity of the Cambridge Science Park is at capacity, there is significant congestion currently occurring along Milton Road and Kings Hedges Road, the A10 and A14 especially in peak periods. Cambridge Northern Fringe East and the Cambridge Science Park is being taken into considerations in the A10 Transport Corridor Study which runs from Cambridge to Ely and is due to completed by the end of the year.
- 14.1 It is anticipated that the development will add an additional 56 vehicles in the AM peak onto the highway network, of which 48 will be arrivals and 32 departures in the AM peak and 15 arrivals and 41 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.
- 14.2 Vehicular access to the site will be along Milton Avenue which provides the main vehicular route from Cowley Road. The primary pedestrian access and

exit to the building is in the north east corner. A Transport Assessment and Travel Plan have been submitted with the application. As part of the delivery of Cambridge North Railway Station, there have been vast improvements to walking, cycling and public infrastructure and services to the area. The Proposed Transport Assessment predicts that the two-way traffic flow from the proposal during peak hours is less than 1% of that on Milton Road. The Transport Assessment Team in their comments requested further information was submitted in regard to traffic data, trip generation, assessment scenarios, traffic growth, junction modelling and mitigation. Following this information being submitted, the impact of vehicular trips on the highway network has been assessed and the network is at capacity in the peak periods with other committed developments included. The development traffic flows do have an impact at several junctions and mitigation for Milton Road and the A14 Junction was requested.

- 14.3 The applicant has put forward proposals for non-car mode mitigation, in which the proposals will build on the existing infrastructure delivered as part of the Cambridge North Station to improve connectivity of the site and surrounding area. These include a new footway on the northern side of Cowley Road between the Business Park and Cambridge North Station, a new footway and cycleway bridge across the First Public Drain to improve north and south links along Cowley Road, improved signage and wayfinding to Cambridge North and the surrounding site and cycle improvements on Fen Road. The Transport Assessment Team support these proposals. The proposed Cowley Road footway and new pedestrian and cycleway bridges will be secured by S106 financial contributions and the improved wayfinding and cycle improvements on Fen Road will be secured by Section 278 and planning conditions.
- 14.4 Therefore, although it is recognised that there is significant pressure on the local transport network arising from a cumulative number of emerging proposals within the local areas including Waterbeach, the Science Park and the remainder of the CNFE AAP area, this proposal is considered to provide sufficient mitigation to address its own impacts. The proposal would therefore accord with Policies DP/2 and DP/3 of the Local Development Framework.

## **15.0 Car and cycle parking**

- 15.1 The proposal will provide 125 car parking spaces, within the temporary surface car park sited north of the proposed office. These spaces will be for office employees. The proposed level of car parking will be lower than the maximum parking standards under Policy TR/2 of the Local Development Framework which requires a maximum of 324 spaces. The proposal seeks to provide 125 car parking spaces for the office within the shared parking facility for the proposed hotel. This provision would be reduced over time as more sustainable travel patterns are established and encouraged. The 125 spaces are proposed for the first 10 years of the operation of the office with this provision proposed to reduce after the tenth year of operation to 60 car parking spaces. A similar car parking strategy has been established at nearby City Centre and village locations. It is acknowledged that the proposed parking levels are significantly lower than the required provision; however this level is considered in relation to the close proximity of the office to the station, connectivity to the Cambridge Guided Bus, other bus routes and cycle routes

connecting to the wider area. The proposed level of parking is considered acceptable in line with Policy TR/2 of the Local Development Framework.

- 15.2 Parking will be in the proposed new temporary surface car park. This will comprise of open graded crushed rock. The threshold between the temporary car park and station square is proposed to be asphalt. The proposed lifespan of the asphalt is ten years and therefore conditions (37) and (38) are proposed to manage the construction and implementation of the temporary and permanent car parks.
- 15.3 The proposed ground floor of the office building will house 255 bicycle spaces with provision of cyclist changing and showering facilities. In addition to this, a further 110 cycles spaces are proposed on stands along the eastern, western and northern facades of the office building. 40 cycle parking spaces will be provided for staff and visitors of the retail units. The Walking and Cycling Officer has commented on the inadequate spacing for the cycle parking within the office building. The proposed spacing for the double stacker stands and aisle widths is considered appropriate, Condition 45 is recommended to require further details of the cycle parking. Condition 46 is recommended to require provision of off gauge cycle stands within the visitor parking spaces to ensure visitors with cargo bikes can park adequately. The proposed level of cycle parking would be higher than the requirement under Policy TR/2 of the Local Development Framework.

## **16.0 Cycle Routes**

- 16.1 Numerous comments have been received from the Parish Council, Cam Cycle and neighbouring properties regarding the proposed cycle route to the rear of the office block in relation to the existing route which is along the eastern side of the proposed office building. The proposals consist of a 3.5 metre shared use footway and cycleway running on a paved surface to the east of the office building and 3 metre wide segregated cycleway to the west of the proposed office building which will run along the link road which connects Milton Avenue the existing shared use footway and cycle way which follows the alignment of the Cambridge Guided Busway from Milton Road to Moss Bank. Condition 44 is recommended to restrict the use of the pavement for chairs and tables.
- 16.2 The proposed new cycleway to the west of the office building is proposed as an alternative, not as a replacement to the cycleway to the east. This will allow for cyclists wishing to avoid the station square to link to the shared footway/cycleway along the Cambridge Guided Busway which connects to the Chisholm Trail to the south. Condition (47) is recommended to require details of the new cycle route, its alignment, surfacing materials and associated flush kerbs.
- 16.3 The proposal would accord with Policies DP/2, DP/3 and TR/2 of the Local Development Framework.

## **17.0 Refuse/ Servicing**

- 17.1 The site will be serviced via a dedicated service bay located on the Link Road to the north of the office building. Direct access will be available to the core and recycling storage area from this bay.

17.2 The proposal will comply with Policy DP/3 of the Local Development Framework.

## **18.0 Trees and Landscaping**

18.1 The proposals seek to provide specimen trees along the eastern elevation between the building and car drop off within Station Square. This will provide a visual separation and soften the appearance.

18.2 A specimen tree under planted with groundcovers with a bench in front is proposed outside the office entrance with this being mirrored on the opposite side of the road. The proposal will provide a green gateway when approaching the Square from the Boulevard.

18.3 Along the Cambridge Guided Bus Way, to the west of the office building is proposed to consist of under planting comprising evergreen shrubs, grasses, low herbaceous planting forming rain gardens.

18.4 On the proposed roof of the office is proposed an extensive green roof which will be laid around the central plant space and would provide a wildlife habitat, food sources and assist with rainwater attenuation.

18.5 Conditions 12, 13, 17, 18 are recommended in regard to hard and soft landscaping, tree pit details and green roof details. The proposals will create a high quality environment, enhancing the street scene and environment in accordance with Policies DP/1 and DP/2 of the Local Development Framework.

## **19.0 Ecology**

19.1 There are no designated sites of international or national ecological importance within the site or within 2 km of its boundary. There are six Local Nature Reserves (LNR) within 2km with Bramblefields LNR being within 250km of the proposed office site. Bramblefields comprises of a mixture of grassland, scrub and a pond. There are 16 non-statutory sites located within 2km radius of the site; including three County Wildlife Sites and 13 City Wildlife Sites. The closest is the River Cam County Wildlife Site (CWS).

19.2 The site comprised of a mix of scrub and open ground habitats. The site currently consists of bare ground, hardstanding and compacted hard core. This follows from the site being a construction site for work to Cambridge North Station; therefore a new ecological baseline is evident from the historical baseline condition. Prior to clearance the site had the potential to support open mosaic habitats, a diverse invertebrate assemblage, amphibians, reptiles, breeding birds and limited potential for bats and hedgehogs. The proposal seeks to include recreation of habitat on various roof areas on the office, bat and bird boxes, tree planting, and provision of SUDs features such as rain gardens.

19.3 The Ecology Officer has recommended conditions 18, 19 and 20 in regard to planting, provision of bird and bat boxes and a 15 year monitoring schedule.

19.4 The proposals will therefore comply with Policies DP/3 and NE/5 of the Local Development Framework.

## **20.0 Renewable Energy/ Sustainability**

- 20.1 The proposal will use air source heat pumps and photovoltaics to meet the 10% saving of CO<sup>2</sup> emissions in accordance with Policies NE/1 and NE/3 of the Local Development Framework. The development proposes to minimise energy demand by building an air tight building with good thermal properties and glazed windows with solar control glazing. The proposed office building is targeting a BREEAM rating of 'Excellent'. Sustainable design and construction is proposed through water efficient services, reduce, reuse and recycle to waste, responsible sourcing of materials and thermal comfort analysis has been undertaken to consider the impact of climate change.
- 20.2 The proposed approach to the use of renewable and low carbon energy is acceptable, and in accordance with the National Planning Policy Framework and Policy DP/1 of the LDF.

## **21.0 Flooding/Drainage**

- 21.1 The River Cam lies to the east of the site and the First Public Drain which provides surface water drainage for the whole of the CNFE and surrounding area. A Surface and Foul Water Drainage Strategy has been submitted with the application, which details surface water runoff management based on the use of Sustainable Drainage Systems (SuDS), an allowable limiting discharge rate of 3.3l/s/ha (existing mean annual peak rate of runoff for the greenfield site), with discharge attenuated and controlled surface water flows into the first public drain. It is proposed to construct a new onsite gravity surface water drainage system to serve the proposed development site which will connect into the existing surface water drainage infrastructure already installed for the Cambridge North station. The Lead Local Flood Authority and Council's Drainage Officer have recommended refusal as the proposals will increase flood risk due to no attenuation being provided for the office development, which will compromise the surface water drainage strategy for the station.
- 21.2 Following additional clarification and letters sent from Network Rail dated 26/09/17 and 22/09/17 in which confirmation that following the granting of a Formal Development Agreement with Greater Anglia the current operator of the Cambridge North Station, Network Rail as landowner will work with Greater Anglia and Brookgate to ensure that future drainage requirements and maintenance arising from the hotel development will be appropriately managed. The Drainage Officer and Lead Local Flood Authority have confirmed they do not object to this proposal and subject to condition (32) being added in regard to surface water attenuation being retained for the lifetime of the development, the proposal is acceptable as not causing an increase in flood risk.
- 21.3 The proposal would accord with Policies NE/8, NE/9, NE/10, NE/11 and NE/12 of the Local Development Framework.

## **22.0 Noise**

- 22.1 The A14 lies to the north of the site, with the railway line, sidings and the minerals and waste operations nearby creating noise which will impact on the proposal. A Noise Assessment was submitted with the application, which identifies the main sources of noise from transportation from the railway,

Cambridge Guided Busway, road traffic on the A14 and on-site vehicle movements. Concern is raised regarding the possibility of noise from these sources being reflected off the brick and glass facades of the proposed office, towards the residential properties at Sunningdale Caravan Park. The Environmental Health Officer has requested that additional detailed noise modelling is carried out to assess the impacts from the noise reflections from the building and additional traffic from the development.

- 22.2 Following submission of the Noise Assessment Addendum, the Environmental Health Officer has confirmed that the information submitted is sufficient to demonstrate the adverse effects from noise will either be negligible or remain unchained at nearby receptors. The concerns regarding potential reflection of noise towards nearby residential premises and increased traffic generation are therefore negligible.
- 22.3 Conditions (36), (25),(23) and (21) are recommended to ensure noise is minimised through details to be submitted for a construction environmental management plan, submission of a noise assessment for noise from commercial and retail activities, restrictions on delivery times for the proposed commercial premises and a noise assessment of plant and equipment for any renewable energy sources.
- 22.4 The proposals will comply with Policies NE/15 of the Local Development Framework.

### **23.0 Odour**

- 23.1 The site is located close to Cambridge Water Recycling Centre (WRC), which has the potential for odours to affect the proposed development. This area is currently subject to a separate Ratification Study commissioned by the two district councils to ensure the acceptability of overall development within the AAP area. An Odour Assessment has been submitted with this application. The Odour Assessment concludes that the predicted concentrations for the proposed developments, each of the three receptors for the office, retail and hotel are less than  $1.5\text{ouE}/\text{m}^3$ . As a result the predicted odour concentrations meet the most stringent criterion applied for assessment of site suitability for residential use and suggests a low potential for adverse odour impacts. Conditions 26 and 27 are recommended which requires the prior to the commencement of development, the submission and approval of details of the mechanical ventilation and odour filtration system.
- 23.2 The proposals will comply with NE/16 of the Local Development Framework.

### **24.0 Air Quality**

- 24.1 An Air Quality Assessment and Transport Assessment have been submitted in regard to air quality. The Air Quality Officer has raised no objections to the proposal on the basis of impacts to or from Air Quality, subject to conditions (40), (41) and (42) in regard to electric vehicle charging, low NOx boilers and combined heat and power.
- 24.2 The proposals will comply with Policy NE/16 of the Local Development Framework.

## **25.0 Lighting**

- 25.1 The proposal will be situated a significant distance from the neighbouring properties at Long Reach Road and Chesterton Fen Road. The Landscape Officer raised concern regarding the visual impact and night time views of the uplit canopy. Condition (24) is recommended to ensure the proposed lighting scheme is appropriate to protect residents from nuisance, and to ensure the visual impact of lighting in the area is appropriate.
- 25.2 The proposals will comply with Policy NE/14 of the Local Development Framework.

## **26.0 Ventilation**

- 26.1 Condition (26) is recommended to ensure the control of odour from the proposed A1 and A3 kitchen extract systems.
- 26.2 The proposals will comply with Policy NE/16 of the Local Development Framework.

## **27.0 Contamination**

- 27.1 The site has been mainly used for railway land, but has a history of potentially contaminative uses. A Phase 1 Geotechnical and Geo-Environmental Risk Assessment has been undertaken and the Contamination Land Officer has recommended condition (28) to require a Phase two investigation to further characterise the site and test the conceptual model.
- 27.2 The proposals will comply with Policy DP/3 of the Local Development Framework.

## **28.0 Public Art**

- 28.1 A scheme for public art has not been put forward as part of the application. Condition (43) has been recommended to require a phased scheme for the delivery of public art to be submitted for approval.

## **29.0 Archaeology**

- 29.1 A Desk Based Assessment, Watching Brief and Test Pit Evaluation Report have been undertaken. Archaeological works undertaken for the wider site Cambridge North Station indicated that this part of the former railway sidings is unlikely to contain significant archaeological remains and as a result no archaeological works are necessary for the proposal.
- 29.2 The proposals will comply with Policy CH/2 of the Local Development Framework.

## **30.0 Fire Safety**

- 30.1 A condition (39) is recommended to require adequate provision is made for fire hydrants.

### **31.0 Consideration of Prematurity**

- 31.1 The representation received from Cambridge Past Present and Future (CPPF) considers that the determination of the application prior to the completion to the Joint Area Action Plan for Cambridge Northern Fringe East (CNFE AAP) would be premature. The representation states that if this development would proceed it would predetermine the style for the rest of Cambridge Northern Fringe East prior to the AAP being agreed which would be contrary to the purpose of the AAP and by definition the Local Plan.
- 31.2 The concern raised regarding prematurity has been carefully considered, however it is not considered that the positive determination of the present application would be premature. CPPF's primary concern is that this proposal would be contrary to the AAP and Local Plan. It is acknowledged that this proposal is ahead of the AAP being adopted however the redevelopment of the site is provided for in the emerging South Cambridgeshire and Cambridge City Local Plans through Policies SS/4 and 14, in which this area is allocated for high quality mixed use development, primarily for employment.
- 31.3 Notwithstanding that it is not considered that the determination of the current application is premature, the NPPG states that arguments that an application is premature are unlikely to justify a refusal unless it is clear that the adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, taking into account the NPPF policies and other material considerations into account. It states that such circumstances will generally be limited to situations where both the development is so substantial or significant that granting permission would undermine the plan-making process by predetermining decisions about the scale, location or phasing of new development central to an emerging plan and where the emerging plan is at an advanced stage, but is not yet formally adopted. It is difficult to conclude that the granting of permission would have any significant impact on decisions about new development.
- 31.4 It is therefore considered that the argument that the application is premature should not be held and that the application should be determined expeditiously

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

- 32.1 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.
- 32.2 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 council must be for specific projects at particular locations, as opposed to generic infrastructure types within the city of Cambridge.



32.3 Only transport related obligations arise from the submission of the planning application. The complete package of highways mitigation is detailed below:

- Financial contribution towards footway links between the Chesterton Public Means of Access pedestrian and cycle route on the southern side of the First Public Drain (secured and delivered through the Cambridge North Station application) and Cowley Road. (2 x bridges) - £26,415
- Financial contribution towards provision of the footway links on the northern side of Cowley Road. - £126,792
- Wayfinding signage to the Cambridge North - £15,849
- Financial contribution towards cycle improvements on Fen Road (between Moss Bank and Fallowfields). - £59,698
- Financial contribution towards TP+ membership. - £15,849

The total cost of the works proposed above is £463,000 however this scheme along with application S/2372/17/FL both contribute towards these highway mitigation measures. Officers are in continued discussion with Cambridgeshire County Council and the applicants of both schemes to finalise the exact and most appropriate mechanism, Section 106 Agreement and/ or condition and Section 278 Agreement, for securing these mitigation measure. Officers will clarify the mechanism and mitigation package at committee.

32.4 The applicant has agreed to making financial contributions towards the transport mitigation measures highlighted above, the current discussions relate solely to the mechanism of securing the contributions using a combination of Section 106 obligations and / or conditions and Section 278 Agreements.

32.5 Subject to the completion of a S106 planning obligation to accord with the sought County Council Transport mitigation measures detailed above in paragraph 33.3, I am satisfied that the proposal would accord with Policy DP/3.

### **33.0 CONCLUSION**

It is recommended that the application be approved.

### **34.0 RECOMMENDATION**

**APPROVE** subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.  
(Reason - To ensure that consideration of any future application for development in the area will not be prejudiced by permissions for development, which have not been acted upon.)
2. Prior to the commencement of the development of the office building, sample panels of a minimum size of 1 metre by 1 metre of the general brickwork, feature brickwork and hit and miss brickwork to be used shall be erected on site to establish the detail of mortar colour, detail of bonding, coursing, colour and type of jointing shall be agreed in writing with the local planning authority.

The quality of finish and materials incorporated in any approved sample panel(s), which shall not be demolished prior to completion of development, shall be maintained throughout the development.

(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)

3. Prior to the commencement of the development, hereby approved, with the exception of below ground works, full details of the external materials to be used in the construction of the external surfaces of the buildings hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)

4. Prior to the commencement of development hereby approved, with the exception of below ground works, full details of the design and finishes of the canopy and details of the curved reveal corners of the building at a scale of not less than 1:20 shall be submitted and approved in writing. Development shall be carried out in accordance with the approved details.

(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)

5. Prior to the commencement of the development hereby approved, with the exception of below ground works, the following shall be submitted and agreed in writing by the Local Planning Authority.

-Details of the appearance of the plant enclosure which shall include sections and elevations at a scale of not less than 1:20 together with product information. This may include the submission of samples of mesh/louver types and the colour(s) of the components.

-A lighting strategy including information on all external light fittings and timings of operation

-A Signage strategy. The approved signage strategy shall thereafter be retained and all external signage shall conform to the strategy unless otherwise agreed in writing by the local planning authority.

The development shall be carried out in accordance with the approved details. (Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)

6. Prior to the commencement of the development hereby approved, with the exception of below ground works, a details of all signs should be submitted, at a scale not less than 1:20, and agreed in writing by the Local Planning Authority prior to occupation of the unit to which it pertains. The development shall be carried out in accordance with the approved details. (Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)

7. Prior to the commencement of the development hereby approved, with the exception of below ground works, the following shall be submitted and agreed in writing by the Local Planning Authority.
  - Details of boundary treatments to the temporary car park and the space between Milton Avenue and the temporary car park.
  - A scheme for amenity landscaping between the temporary car park and Milton Avenue. The development shall be carried out in accordance with the approved details. (Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
8. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details of glass type(s) to be used in curtain walling , windows and doors or other glazed features shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details. (Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
9. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details of non-masonry walling systems to be used shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details. (Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
10. Prior to the commencement of development hereby approved, with the exception of below ground works, full details of frames, thresholds, mullions, transoms, finishes and colours, shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details. (Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
11. Prior to the commencement of development hereby approved, with the exception of below ground works, full details in terms of materials, fixing, surface finish and colour of all metal work including the stairs, balustrades, grilles, railings, brackets, window cleaning gantries and associated equipment, columns, louvres, grilles, mesh or wire frames shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. (Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
12. Prior to the commencement of the development hereby approved, with the exception of below ground works, until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local

Planning Authority. These details shall include indications of all existing trees and hedgerows on the land and details of any to be retained, together with measures for their protection in the course of development. The details shall also include specification of all proposed trees, hedges and shrub planting, which shall include details of species, density and size of stock.

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)

13. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)

14. The approved building shall be constructed to meet the approved overall BREEAM 'excellent' rating. Prior to commencement of development, or within 6 months of commencement, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority. Where the interim certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall be submitted identifying how the shortfall will be addressed.

(Reason- In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings in accordance with Policy DP/1 of the adopted Local Development Framework 2007).

15. Prior to the occupation, or within 6 months of occupation, a certificate following a post-construction review shall be issued by an approved BREEAM Assessor to the Local Planning Authority, indicating that the approved BREEAM 'excellent' rating has been met. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development unless otherwise agreed in writing by the Local Planning Authority.

(Reason- In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings in accordance with Policy DP/1 of the adopted Local Development Framework 2007).

16. The approved renewable and low carbon 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. Any gas fired CHP should meet an emissions standard of:

Spark ignition engine: less than 150 mgNO<sub>x</sub>/Nm<sup>3</sup>  
Compression ignition engine: less than 400 mgNO<sub>x</sub>/Nm<sup>3</sup>  
Gas turbine: less than 50 mgNO<sub>x</sub>/Nm<sup>3</sup>

No review of this requirement on the basis of grid capacity issues can take place unless written evidence from the Distribution 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 in accordance with Policies NE/3 and NE16 of the adopted Local Development Framework 2007).

17. Prior to the commencement of the development hereby approved, full details of all tree pits, including any in planters, hard paving and soft landscaped areas have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved.

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)

18. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details of green and brown roofs shall be submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The details shall include details of build-ups, make up of substrates, planting plans for biodiverse roofs, methodologies for translocation strategy and drainage details where applicable.

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)

19. Prior to the commencement of the development hereby approved a scheme for the provision of bird and bat nest boxes shall be submitted to and approved in writing by the Local Planning Authority; the development shall not be occupied until the nest boxes have been provided in accordance with the approved scheme.

(Reason - To achieve biodiversity enhancement on the site in accordance with adopted Policies DP/1, DP/3 and NE/6 of the adopted Local Development Framework 2007.)

20. A Landscape and Ecological Management Plan (LEMP) shall be submitted to, and approved in writing by, the local planning authority prior to the commencement of development. The content of the LEMP shall include the following.

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.

- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Prescription of a work schedule (including an annual work plan capable of being rolled forward over a fifteen-year period).
- g) Details of the body or organisation responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures (to be rolled out over a 15 year period with at least 5 monitoring events).

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results form monitoring show that conservation aims and objectives of the LEMP are not being met) contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details. (Reason - To achieve biodiversity enhancement on the site in accordance with adopted Policies DP/1, DP/3 and NE/6 of the adopted Local Development Framework 2007.)

21. Before the development / use hereby permitted is commenced, an assessment of the noise impact of plant and or equipment including any renewable energy provision sources such as any air source heat pump or wind turbine on the proposed and existing residential premises and a scheme for insulation as necessary, in order to minimise the level of noise emanating from the said plant and or equipment shall be submitted to and approved in writing by the local planning authority. Any noise insulation scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall thereafter be maintained in strict accordance with the approved details and shall not be altered without prior approval. (Reason – To protect the amenities of nearby residential properties in accordance with South Cambridgeshire Local Development Framework Development Control Policies 2007, Policy NE/15.)
22. No power operated machinery (or other specified machinery) shall be limited to 0800 hours to 1800 hours Monday to Friday and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays unless otherwise previously agreed in writing by the Local Planning Authority in accordance with any agreed noise restrictions. (Reason - To minimise noise disturbance to adjoining residents in accordance with Policy NE/15 of the adopted Local Development Framework 2007.)
23. Collection from and deliveries to any non-residential premises including the office, any retail, food or commercial uses shall only be carried out between 0800 hours to 1800 hours Monday to Friday, 0800 hours to 1300 hours on Saturdays and at no time on Sundays, bank or public holidays. (Reason - To minimise noise disturbance to adjoining residents in accordance with Policy NE/15 of the adopted Local Development Framework 2007.)

24. Prior to the installation of any artificial lighting, a detailed artificial lighting scheme and significance of impact assessment shall be submitted to and approved in writing by the Local Planning Authority. The scheme / assessment shall consider and include details of any artificial lighting of the site such as external street, floodlighting, security and external / internal building lighting and an assessment of lighting impact on any sensitive residential premises off site shall be undertaken. The scheme shall include layout plans / elevations with luminaire locations annotated; full isolux contour map / diagrams showing the predicted luminance in the horizontal and vertical plane (in lux) at critical locations within the site, on the boundary of the site and at adjacent properties; hours and frequency of use; a schedule of the equipment in the lighting design (luminaire type / profiles, mounting height, aiming angles / orientation, angle of glare, operational controls) and shall assess artificial light impact fully in accordance with the Institute of Lighting Professionals "Guidance Notes for the Reduction of Obtrusive Light GN01:2011 having regard to Light Trespass / Intrusion (into windows), Luminaire Source Intensity, Building Luminance and Sky Glow Upward light ratio requirements. The artificial lighting scheme strategies must be sensitively designed for biodiversity (as detailed within the CEMP Biodiversity, EDS & LEMP). Post-installation artificial lighting check- within one month of the installation of the approved artificial lighting scheme, the scheme shall be inspected / assessed by a suitably qualified lighting engineer / consultant, in liaison with the Local Planning Authority and a post installation completion report confirming compliance with the approved scheme shall be submitted to and approved in writing by the Local Planning Authority. The inspection shall include the measurement of lighting levels at neighbouring residential receptors to demonstrate compliance with the Institute of Lighting Professionals "Guidance Notes for the Reduction of Obtrusive Light GN01:2011. Any defects or non-compliance identified shall be rectified within one month of the inspection or following approval by the LPA. The approved lighting scheme shall be installed, maintained and operated in accordance with the approved scheme details / measures unless the Local Planning Authority gives its written consent to any variation.  
(Reason- To protect local residents from light pollution / nuisance and safeguard the amenities of nearby residential properties in accordance with Policy NE/1 of the adopted Local Development Framework 2007.)

25. A noise assessment shall be completed and a scheme be submitted for the insulation of the building(s) and/or associated plant / equipment or other attenuation measures as necessary, in order to minimise the level of noise emanating from the said building(s) and/or plant shall be submitted to and approved in writing by the Local Planning Authority. The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall thereafter be maintained in strict accordance with the approved details.  
(Reason - To minimise noise disturbance to adjoining residents in accordance with Policy NE/15 of the adopted Local Development Framework 2007.)

26. No development shall commence, with the exception of below ground works, until details of equipment and systems for the purpose of extraction and/or filtration and/or abatement of fumes and/or odours for the non-residential uses has been submitted to and approved in writing by the Local Planning

Authority. No development shall commence until the approved schemes have been implemented in full and subject to a programme of maintenance and retained thereafter.

(Reason -To minimise disturbance to adjoining residents in accordance with Policy NE/16 of the adopted Local Development Framework 2007.)

27. Prior to the commencement of development, with the exception of below ground works, details of the mechanical ventilation and odour filtration system for the purpose of extraction and filtration 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 extraction/filtration and odour control scheme shall be installed in accordance with the approved scheme before the use hereby permitted is commenced and shall thereafter be retained as such.

(Reason -To minimise disturbance to adjoining residents in accordance with Policy NE/16 of the adopted Local Development Framework 2007.)

28. No development approved by this permission shall be commenced until:

a) The application site has been subject to a detailed scheme for the investigation and recording of contamination and remediation objectives have been determined through risk assessment and agreed in writing by the Local Planning Authority.

b) Detailed proposals for the removal, containment or otherwise rendering harmless any contamination (the Remediation method statement) have been submitted to and approved in writing by the Local Planning Authority.

c) The works specified in the remediation method statement have been completed, and a validation report submitted to and approved in writing by the Local Planning Authority, in accordance with the approved scheme.

d) If, during remediation works, any contamination is identified that has not been considered in the remediation method statement, then remediation proposals for this contamination should be agreed in writing by the Local Planning Authority.

(Reason- To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy DP/1 of the adopted Local Development Framework 2007).

29. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the



developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

(Reason- To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in accordance with Policy DP/1 of the adopted Local Development Framework 2007 and the National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3).

30. No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:
1. A Preliminary Risk Assessment (PRA) including a Conceptual Site Model (CSM) of the site indicating potential sources, pathways and receptors, including those off site.
  2. The results of a site investigation based on (1) and a detailed risk assessment, including a revised CSM.
  3. Based on the risk assessment in (2) an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. The strategy shall include a plan providing details of how the remediation works shall be judged to be complete and arrangements for contingency actions. The plan shall also detail a long term monitoring and maintenance plan as necessary.

No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the remediation strategy in (3) shall be submitted to and approved, in writing, by the Local Planning Authority. The long term monitoring and maintenance plan in (3) shall be updated and be implemented as approved.

(Reason- To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in accordance with Policy DP/1 of the adopted Local Development Framework 2007 and the National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3).

31. Prior to the commencement of any development, a scheme for the provision and implementation of foul water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved plans prior to the occupation of any part of the development.

(Reason - To reduce the risk of pollution to the water environment and to ensure a satisfactory method of foul water drainage in accordance with Policy NE/10 of the adopted Local Development Framework 2007.)

32. Prior to the commencement of any development, a scheme for the provision, implementation and maintenance of surface water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved plans prior to the occupation of any part of the development.

(Reason - To ensure a satisfactory method of surface water drainage and to prevent the increased risk of flooding in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)

33. 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 an inspection and sampling strategy for the testing of excavation formations;
  - d) Include a stockpile validation strategy
  - e) Include details of the chemical testing to be undertaken before placement of material onto the site.
  - f) Include details of arisings processing
  - g) Include a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in a) to g) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action; and, 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 protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in accordance with Policy DP/1 of the adopted Local Development Framework 2007 and the National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3).

34. Using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

(Reason- To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in accordance with Policy DP/1 of the adopted Local Development Framework 2007 and the National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3).

35. Unless otherwise agreed in writing by the local planning authority, a Waste Management & Minimisation Strategy (WMMS), including the completed RECAP Waste Management Design Guide Toolkit and supporting reference material, addressing the management of municipal waste generation during the occupation stage of the development shall be submitted. No development shall take place until the strategy has been approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

The Waste Management & Minimisation Strategy (WMMS) must demonstrate how waste will be managed in accordance with the requirements of the RECAP Waste Management Design Guide Supplementary Planning Document 2012 and the principles of the waste hierarchy, thereby maximising waste prevention, re-use and recycling from domestic households and commercial properties and contributing to sustainable development. The WMMS should include:

- i. A completed RECAP Waste Management Design Guide Toolkit and supporting reference material
- ii. A detailed Waste Audit to include anticipated waste type, source, volume, weight etc. of municipal waste generation during the occupation stage of the development
- iii. Proposals for the management of municipal waste generated during the occupation stage of the development, to include the design and provision of permanent facilities e.g. internal and external segregation and storage of recyclables, non-recyclables and compostable materials; access to storage and collection points by users and waste collection vehicles
- iv. Arrangements for the provision, on-site storage, delivery and installation of waste containers prior to occupation of any dwelling
- v. Proposals for the design and provision of temporary community recycling (bring) facilities, including installation, ownership, on-going management and maintenance arrangements
- vi. Arrangements for the efficient and effective integration of proposals into waste and recycling collection services provided by the Waste Collection Authority
- vii. A timetable for implementing all proposals
- viii. Provision for monitoring the implementation of all proposals

The approved facilities shall be provided prior to the occupation, use or opening for business of any building that will be used for residential, commercial or employment purposes and shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority. (Reason - To ensure that waste is managed sustainably during the occupation of the development in accordance with Policy P1/3 of the Cambridgeshire and Peterborough Structure Plan (2003).

36. Prior to commencement of development (including any pre-construction, demolition or enabling works) pursuant to this outline permission, a site wide Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The Construction Environmental Management Plan shall include:

- a. Contractors access arrangements for vehicles, plant and personnel including the location of construction traffic routes to and from the site, details of their signing, monitoring and enforcement measures
- b. Details of Haul Roads within the site
- c. A plan specifying the area and siting of land to be provided for parking, turning, loading and unloading of all vehicles visiting the site and siting of the contractors compound during the construction phase to be agreed on phase basis

- d. Delivery times for construction purposes
- e. Dust management and wheel washing measures
- f. Noise and vibration impact assessment method, monitoring and recording statements in accordance with provisions of BS 5228:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Parts 1 - Noise and 2 - Vibration
- g. Concrete crusher if required or alternative procedure
- h. Details of odour control systems including maintenance and manufacture specifications along with any service schedules that need to be adhered too
- i. Maximum noise and mitigation levels for construction equipment, plant and vehicles
- j. Site lighting
- k. Screening and hoarding details
- l. Access and protection arrangements around the site for pedestrians, cyclists and other road users
- m. Procedures for interference with public highways
- n. External safety and information signing notices
- o. Liaison, consultation and publicity arrangements, including dedicated points of contact
- p. Complaints procedures, including complaints response procedures
- q. Membership of the considerate contractors scheme

All development shall take place in accordance with the approved Construction Management Plan unless formally agreed in writing with the Local Planning Authority.

The CEMP shall be implemented in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

Construction and demolition works shall be limited to 0800 hours to 1800 hours Monday to Friday and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless agreed in writing by the local planning authority or in accordance with agreed emergency procedures for deviation.

Deliveries and collections for demolition and construction purposes shall only be carried out between 0800 hours to 1800 hours Monday to Friday, 0800 hours to 1300 hours on Saturdays and at no time on Sundays, bank or public holidays, unless otherwise agreed in writing by the local planning authority in advance.

(Reason – To protect the amenities of nearby residential properties in accordance with Policies NE/15, NE/16 and DP/6 of the adopted Local Development Framework 2007).

37. No development shall take place, with the exception of below ground works until full details of the car parking spaces have been submitted to, and approved in writing by, the Local Planning Authority. Before the first occupation of the development these parking spaces shall be provided in accordance with the approved details.

(Reason - In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

38. Prior to the expiration of 10 years of the granting of planning permission, a permanent car park shall be implemented. Details of the permanent car park shall first be submitted to the Local Planning Authority for approval and implemented in accordance with the approved details.

(Reason- In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

39. No occupation shall take place until a scheme for the provision and location of fire hydrants to serve the development to a standard recommended by the Cambridgeshire Fire and Rescue Service has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved scheme has been implemented.

(Reason - To ensure an adequate water supply is available for emergency use.)

40. Prior to commencement of works, with the exception of below ground works, on the development, a comprehensive EV Charging Plan should be submitted to and approved in writing by the Local Planning Authority. The Plan should include the details of the number, location, installation and management of EV charging points having regard to parking associated with various planning class uses and the provision of cabling infrastructure. Prior to occupation of the development, the evidence of the implemented charging points should be submitted to and approved in writing by the LPA.

(Reason-In the interest of reducing carbon dioxide emissions, in accordance with Policies NE/1, NE/2 and NE/3 of the adopted Local Development Framework 2007.)

41. Prior to commencement of works on the development, with the exception of below ground works, details of the boilers shall be submitted to the local planning authority for approval. Prior to occupation of the development, the manufacturers NOx emission test certificate or other evidence to demonstrate that every installed boiler meets the approved emissions standard shall be submitted to and approved by the local planning authority.

(Reason: In the interest of reducing nitrogen dioxide and particulate matter emissions in accordance with Policy NE/16 of the Local Development Framework 2007 and the National Planning Policy Framework (NPPF).

42. Prior to commencement of works on the development, with the exception of below ground works, details of the boilers shall be submitted to the local planning authority for approval. Prior to occupation of the development and following installation, emissions certificates shall be provided to the council to

verify CHP and boiler emissions and to be approved in writing by the Local Planning Authority.

(Reason: In the interest of reducing nitrogen dioxide and particulate matter emissions in accordance with Policy NE/16 of the adopted Local Development Framework 2007 and the National Planning Policy Framework.

43. Prior to occupation of the building, a scheme for the delivery of public art will be submitted to the Local Planning Authority for approval. The approved scheme shall be fully implemented prior to the bringing into use of the approved development.  
(Reason- In the interests of high quality design in accordance with Policy SF/6 of the adopted Local Development Framework 2007.)
44. There shall be no tables and chairs sited outside of the front of office retail units within the cycle and pedestrian route.  
(Reason - To avoid obstruction of the pedestrian and cycle way and in the interests of highway safety and convenience in accordance with Policy TR/2 of the adopted Local Development Framework 2007.)
45. Notwithstanding the details shown on the approved plans, full details of cycle parking provision to be made for office and retail staff and visitors shall be submitted to and approved by the Local Planning Authority prior to the commencement of the installation of any cycle parking facilities.  
(Reason - To ensure adequate provision of cycle facilities in accordance with Policy TR/2 of the adopted Local Development Framework 2007.)
46. Prior to occupation of the development, plans to show the location and specification of off-gauge bicycle parking spaces to be provided within the site shall be submitted to and approved by the Local Planning Authority. The agreed off-gauge cycle parking details shall be fully constructed and finished prior to occupation. (Reason: In the interests of sustainable travel in accordance with Policy DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the adopted Local Development Framework 2007).
47. No development shall take place until full details of the proposed cycle route to the north of the office including its alignment, surfacing materials and associated flush and dropped kerbs have been submitted to, and approved in writing by, the Local Planning Authority.  
(Reason - In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
48. Prior to the occupation of the development submit details of the footway as shown on Plan x on the northern side of Cowley Road to provide pedestrian and cycle access to the Cambridge North Station shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented prior to the first occupation of the approved development.  
(Reason – In the interests of highway safety and to mitigate the impact of travel to the development in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
49. Prior to the first occupation of the approved development a detailed signage strategy shall be submitted to and approved in writing by the Local Planning Authority. This strategy shall detail the use of directional and wayfinding

signs to link the site to the wider area. Signage on site shall be constructed in accordance with the approved details. The signage scheme shall be implemented prior to the bringing into use of the approved development.

(Reason: To provide attractive, direct and safe walking and cycling routes from the development to the wider area in accordance with Policies DP/1, DP/2 and DP/3 of the adopted Local Development Framework 2007.)

50. Prior to the first occupation of the approved development submit details of the cycle improvements on Fen Road (between Moss Bank and Fallowfields) as shown on Plan xx shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented prior to the first occupation of the approved development.

(Reason – In the interests of highway safety and to mitigate the impact on travel to the development in accordance with Policy DP/3 of the adopted Local Development Framework 2007).

51. Prior to the first occupation of the approved development a Travel Plan shall be 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 in accordance with Policies TR/1 and TR/2 of the adopted Local Development Framework 2007)

52. 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 and monitoring of parking for this development within the car park – shall be submitted to and approved by the Local Planning Authority. 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 in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

53. The development hereby permitted shall be carried out in accordance with the following approved plans:

Site Plans:

A01-02

A01-03

Diagrams:

A11-00

A11-01

A11-02 Rev 02

A20-NE Rev02

A20-EE Rev02

A20-WE

A20-FE Rev02

A21-AA+ BB Rev02

A30-01 Rev 01

A30-02 Rev 01

A30-03 Rev 01

A30-04 Rev 01

630\_02(CD)101 Rev P2

630\_02(DP) 100 Rev P2

630\_02(DP)101 Rev P3

630\_02(MP)100 Rev P3

630\_02(MP)101 Rev P3

630\_02(MP)102 Rev P2

630\_02(MP)103 Rev P2

630\_02(SC)101 Rev P2

630\_02(SC)102 Rev P2

MMD-318305-C-DR-03-XX-3255 rev P2

Other Documents:

Surface and Foul Water Drainage Strategy June 2017  
(318305/BNI/AR/CHG)

Memorandum- Response to CCiC and SCDC- 01 September 2017 (rev0)

Memorandum- Response to LLFA 1 September 2017 (rev0)

Transport Assessment 30 June 2017 (318305/TA01/C)

Transport Assessment Addendum September 2017(318305/TA03/A)

Framework Travel Plan 29 June 2017

Construction Traffic Management Plan 29 June 2017

Technical Note- Response to Planning Application Comments (Provision for Cyclists) 6 September 2017-Cambridge City Council & Cambridge County Council

Technical Note- Response to Planning Application Comments (Provision for Cyclists) 6 September 2017-Cambridge Cycling Campaign

Air Quality Assessment 30 June 2017

Odour Assessment 247323-00 29 June 2017

Utilities Summary by NOVEUS

Archaeological Watching Brief And Test Pit Evaluation Report OAE Report No. 1401 April 2015

Desk Based Assessment OAE Report No. 1353 April 2015

Health Impact Assessment

Noise Assessment 30 June 2017

Noise Assessment Addendum 30 June 2017

Phase 1 Geotechnical and Geo-environmental Preliminary Risk Assessment June 2017

Ecological Impact and Enhancement Statement 21 June 2017 (OXF 10377)

Ecology Response to Consultation Comments 30/08/2017

Design and Access Statement 30 June 2017



Design and Access Statement Addendum 1 September 2017  
Sustainability Statement 27 June 2017  
Ventilation Report 23 June 2017  
Landscape Design Statement 630.02(RP) 004 June 2017  
Townscape View Analysis 01 September 2017

(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:

#### Below Ground Works

Below ground works for the purpose of the above conditions is defined as earth movement and site preparation.

This is because below ground works will not prejudice the discharge of conditions worded as ‘Prior to commencement of works on the development, with the exception of below ground works.’

#### Road Traffic Noise Insulation Scheme:

To satisfy the noise insulation scheme condition for the office building envelope and traffic noise, the developer must ensure that the floorspace within the office are acoustically protected by a noise insulation scheme, which complies with the internal noise levels set out within British Standard 8233:2014 “Sound Insulation and noise reduction for buildings-Code of Practice” derived from the World Health Organisation Guidelines for Community Noise: 2000. Where sound insulation requirements preclude the opening of windows for rapid ventilation and thermal comfort / summer cooling, acoustically treated mechanical ventilation or passive attenuated free areas may also need to be considered within the context of this internal design noise criteria. Compliance with Building Regulations Approved Document F 2006: Ventilation will also need consideration.

#### General Noise Impact Informative:

Any noise / vibration assessment and or noise insulation scheme required should have due regard to current government / industry standards, best practice and guidance and South Cambridgeshire District Council’s Supplementary Planning Document - “District Design Guide: High Quality and Sustainable Development in South Cambridgeshire”, Adopted March 2010: Chapter 10 - Environmental Health & in particular Appendix 6: Noise” downloadable from:

<http://www.scambs.gov.uk/content/district-design-guide-spd>

#### Commercial Use Noise informative:

To satisfy the Commercial Use Operational Noise Impact/Insulation condition, the noise level from all powered plant, vents and equipment, associated with this application that may operate collectively and having regard to a worst case operational scenario (operating under full power / load), should not raise the existing lowest representative background level dB LA90,1hr (L90) during the day between 0700 to 2300 hrs over any 1 hour period and the existing lowest background level dB LA90, 15mins (L90) during night time between 2300 to 0700 hrs over any one 15 minute period by more than 3 dB(A) respectively (i.e. the rating level of the plant needs to match or be below the existing background level), at the boundary of the premises subject to this application (or if not practicable at a measurement reference position / or positions in agreement with the LPA) and having particular regard to

noise sensitive premises. The appropriate correction factors need to be applied to any characteristic acoustic features in accordance with BS4142 2014.

This is to guard against any creeping background noise in the area and to protect the amenity of the area, preventing unreasonable noise disturbance to other premises.

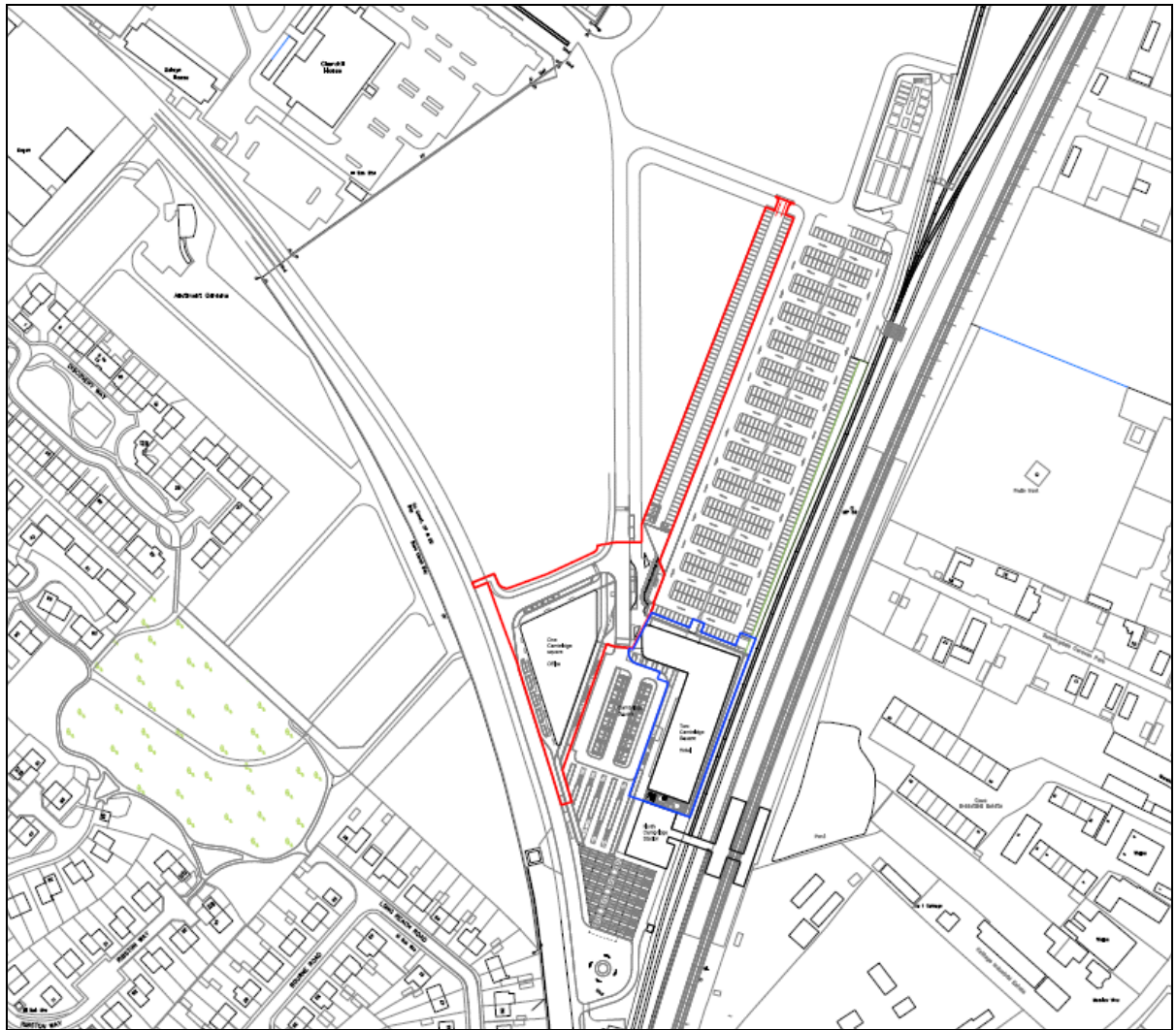
To demonstrate this requirement it is recommended that the agent/applicant submits a noise prediction survey/report in accordance with the principles of BS4142: 2014 "Method for rating industrial noise affecting mixed residential and industrial areas" or similar. In addition to validate /verify any measured noise rating levels, noise levels should be collectively predicted at the boundary of the site having regard to neighbouring residential premises.

Such a survey / report should include: a large scale plan of the site in relation to neighbouring noise sensitive premises; with noise sources and measurement / prediction points marked on plan; a list of noise sources; details of proposed noise sources / type of plant such as: number, location, sound power levels, noise frequency spectrums, noise directionality of plant, noise levels from duct intake or discharge points; details of noise mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full noise calculation procedures; noise levels at a representative sample of noise sensitive locations (background L90) and hours of operation. Any report shall include raw measurement data so that conclusions may be thoroughly evaluated and calculations checked. Any ventilation system with associated ducting should have anti vibration mountings.

#### General Informative:

The applicant should contact the Environmental Health and Licensing Team, South Cambridgeshire District Council, for advice concerning the proposed premises design/layout, Food and Occupational Safety/Welfare Regulations/requirements, Food Premises Registration and Licensing, Tel No: 01954 713111. Due regard should be given to the South Cambridgeshire District Council Supplementary Planning Document - "District Design Guide: High Quality and Sustainable Development in South Cambridgeshire", Adopted March 2010: Chapter 10- Environmental Health & associated appendices <http://www.scambs.gov.uk/content/district-design-guide-spd>

# APPENDIX 1-LOCATION PLAN



## **APPENDIX 2- QUALITY PANEL MINUTES**

**CONFIDENTIAL**



### **CAMBRIDGESHIRE QUALITY PANEL**

#### **REPORT OF PANEL MEETING**

**Scheme:** CB4 Station Area, Phase 1a – Hotel, Office and Retail Development

**Date:** Monday 10<sup>th</sup> April, 2017

**Venue:** Room 128, Shire Hall, Cambridgeshire County Council, CB3 0AP

**Time:** 09:30 – 12:30

#### **Quality Panel Members**

Robin Nicholson – Chair

David Prichard

Meredith Bowles

Luke Engleback

Lynne Sullivan

David Taylor

#### **Panel secretariat and support**

Alokiir Ajang – Cambridgeshire County Council

#### **Local Authority Attendees**

Elizabeth Moon – Urban Design Consultant, South Cambridgeshire District Council

Katie Christodoulides – Senior Planning Officer, South Cambridgeshire District Council

#### **Applicant and Representatives**

Alison Wright - Bidwells

Neil Waterson - Bidwells

Michael Richter - Formation Architects

John Drew - Perkins + Will

Robert Myers - Robert Myers Associates

Andrew Rawlings - Mott MacDonald

Ivan Bennett - Brookgate Land Limited

#### **1. Scheme description and presentation**

Architect/Designer    Formation Architects and Perkins + Will

Applicant                Brookgate Land Limited

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## CONFIDENTIAL

Planning status      Pre-determination stage



### 2. Overview

The site sits within the administrative area of South Cambridgeshire District Council and forms a part of the Cambridge Northern Fringe East area. The Cambridge North railway station is due to open in May 2017 and it will be a catalyst for the area and the surrounding developments coming forward.

The first phase to be delivered and presented to the Quality Panel is Station Square which comprises of plots 1 and 2 and are proposed for hotel (plot 1), office (plot 2) with supplementary retail and café/restaurant development. The Panel previously reviewed the scheme on 8<sup>th</sup> February 2017 and made a number of recommendations. These included the following:

- Explore opportunities to promote well-being, related to the public space and internal routes in both buildings.
- Establish an overall statement for climate ambition. The development should aim to achieve near-zero carbon.
- The Panel questioned the building edges in relation to the coherence and functioning of the public space.
- Spatially and functionally, it is important that the square and its ground floor uses are integrated and welcome the wider public.
- The spaces and uses in the square are poorly resolved, there is an opportunity to be more creative to ensure long-term value.
- A strong sense of place is required, establishing a new civic character.
- The landscaping is important to the character of the architecture within the scheme, the Panel suggest looking at this holistically, exploring planting along with building massing.
- Consider air quality in the public space: cars and smokers.
- Consider effective shading to building facades where appropriate.

### 3. Cambridgeshire Quality Panel views

#### Introduction

The Panel's advice reflects the issues associated with each of the four 'C's' in the Cambridgeshire Quality Charter. The comments below include both those raised in the open session of the meeting and those from the closed session discussions.

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### Community

The Panel felt there was a great improvement since the last meeting and the applicant explained how they were looking into creating community gardens to encourage social cohesion and ownership.

The Panel were anxious about opportunities for anti-social behaviour in the pocket park garden and wondered how this could be overlooked; they recommended looking at ways to make it more active and potentially having railings to close it at night.

Health and well-being was discussed and the applicant explained how there is the opportunity for "wild bits" within the site. The Panel asked what was planned to happen on the square and commented that there is a need to consider creative ways to integrate health and well-being. The Panel suggested further greening of the disabled parking area and increasing the tree cover in the square, since markets can happen under trees.

The Panel asked about the location of community and other amenities and whether this will be included in the masterplan. The Panel commented that the shops within the scheme were likely to be extremely successful.

### Connectivity

The Panel understood the challenges posed by the station and circulation pattern and they appreciated the applicant's efforts to deal with the consequences.

The conflicting movement in the square was starting to be addressed but there is a need to further address potential conflicts in the public square and to anticipate the movement of other users in this space.

There are two main cycle routes – a visitor cycle route through the square and a fast cycle route; the applicant explained how the bike park is within the red line of the application but outside the station lease. The applicant described how they want the shared public space to encourage people to slow down and if they want to go faster there is the option to use the west route. The Panel supported the idea that cyclists have the choice to do their own thing but recommended a more detailed analysis of the cycle routes to see if it would be beneficial to explore other routes through the scheme such as, through the car-park.

The Panel questioned the positioning of the strategic route along the guided busway and they felt the cycle store should be accommodated within the office building.

The Panel was pleased that the car provision was 50% of the average provision but asked whether the applicant had considered making it multi-storey later.

People will cycle over the disabled area, so there is a need for better control over the square and arrival space.



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### Character

The applicant was inspired at the previous meeting by the Panel's recommendation regarding the landscape and subsequently they have incorporated additional tree planting in the square and rain gardens along the road.

There is no longer a seating area outside the hotel and the applicant said they intend to create an "urban forest" within this open space however, the Panel were anxious about the pocket park/ urban forest as this space could potentially become untidy and unused.

The Panel felt the massing had been addressed and it was commented that the hotel design was starting to show real promise although the ground floor canopy was a bit mean and could refer to the station design. Furthermore they suggested that a hotel bar on the top floor could enjoy the great views east towards Fen Ditton.

At the last meeting the applicant agreed with the Panel that the office building needs more of a "top" to strengthen the character of the elevation. In response, an extra floor has been added to the design for completeness, to act as a "chandelier" to the top and a projecting overhang. The Panel supported both these but felt that the hotel did not need a similar projecting overhang.

The Panel would like to see the west elevation and warned of the potential for overheating – the applicant said they are happy to provide this.

In regards to materiality, the Panel felt that great progression had been made to transform the buildings into something that feels solid and has presence. The details will be essential to the success of the design, for example the quality of the brickwork and the hotel window reveals. So it is critical to include as much detail as possible into the planning application and the approval.

### Climate

The applicant discussed their ambitions to go beyond BREEAM excellence and how they were looking at natural ventilation systems. The hotel will have photovoltaics (PVs) above the green roof.

The applicant described the complicated triangular shaped site for the office building and how they have sliced off the corner of the office to allow the space for a glass canopy with PVs. However the Panel felt the glazed wall above the office entrance was rather weak.

The Panel were pleased to see that the trees were no longer confined and a stronger arrangement of trees was presented. The Panel suggested mitigating some of the heat through careful tree positioning – Ostrya Zelkova tree could be an option as it has a good leaf mass index which is important.

The Panel recommended looking at precedent by living roof experts such as Dusty Gedge or Gary Grant.

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The Panel encourages as much greenery in the scheme as possible – there is scope to introduce this into the centre island with the disabled bays as a means to reduce urban heating in a south-facing square and to mitigate pollution at exhaust level.

#### 4. Conclusion

The Panel thanked the applicant for coming back to the Quality Panel however, there are still concerns about traffic and movement and queried how the masterplan has evolved and who is in control. The Panel asked whether the applicant can really deliver the quality intended and noted that it would have been useful to have seen the scheme in the context of the wider masterplan.

The Panel made the following recommendations, further details can be found above:

- The Panel questioned whether the hotel canopy could be more meaningful if it referred to the station design.
- The Panel were concerned about the complexity of the loading bay, cycle area next to the Guided Busway and the cycle storage - consider alternative positioning.
- There is a concern about potential overheating on the western elevation, the Panel are interested to see what the solution will be.
- The lit roof projection works well on the office but the hotel does not need it.
- The Panel applauded the use of living roofs and suggested the applicant to consider an alternative tree species to Birch.
- There is an opportunity to green the whole square to make this space more comfortable. The Panel recommended looking at precedent by living roof experts.

There is a need to protect the building in the Planning Application to ensure the applicant's ambition is the building that is delivered. It was noted it will be a challenge for the Local Authority to lock in the detail.

It is important that the design standard is set high to show future phases what is expected and then delivered; the Panel is concerned that the material reality of CB1 is not as shown on the CGIs.

After the meeting the Panel realised they had not discussed the east elevation of the hotel and felt it should be more like the west elevation. They then wondered whether the office could slide slightly further north to widen the pavement for pedestrians. And subsequently one member asked whether there was a way that the rounded southern nose of the office could be used as a good place to meet.

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**APPENDIX 3- VISUALS OF THE PROPOSED SCHEME**

**VIEW FROM STATION SQUARE**



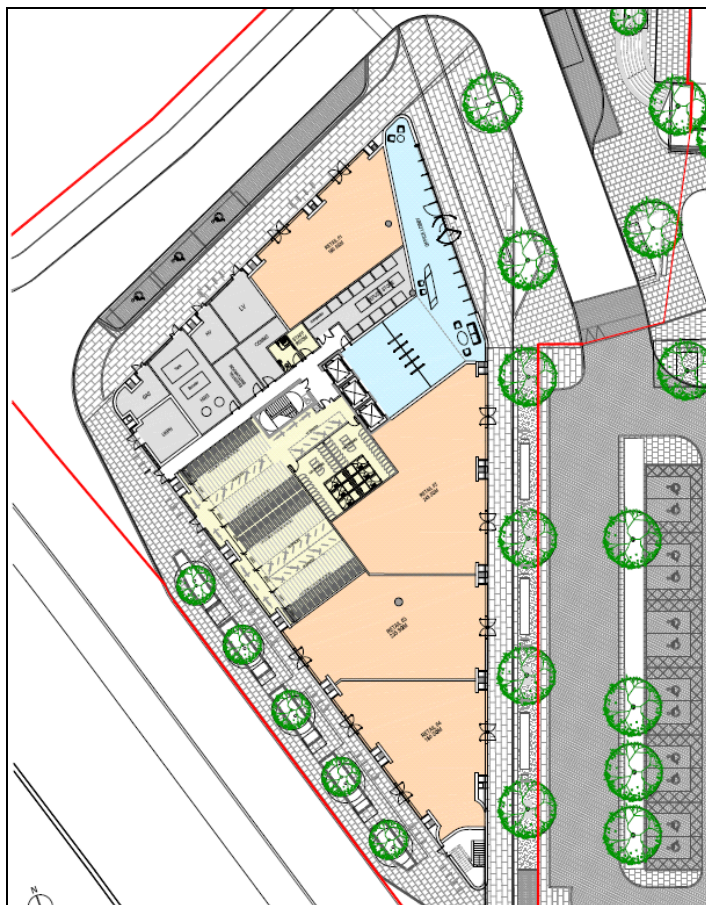
**VIEW FROM MILTON AVENUE**



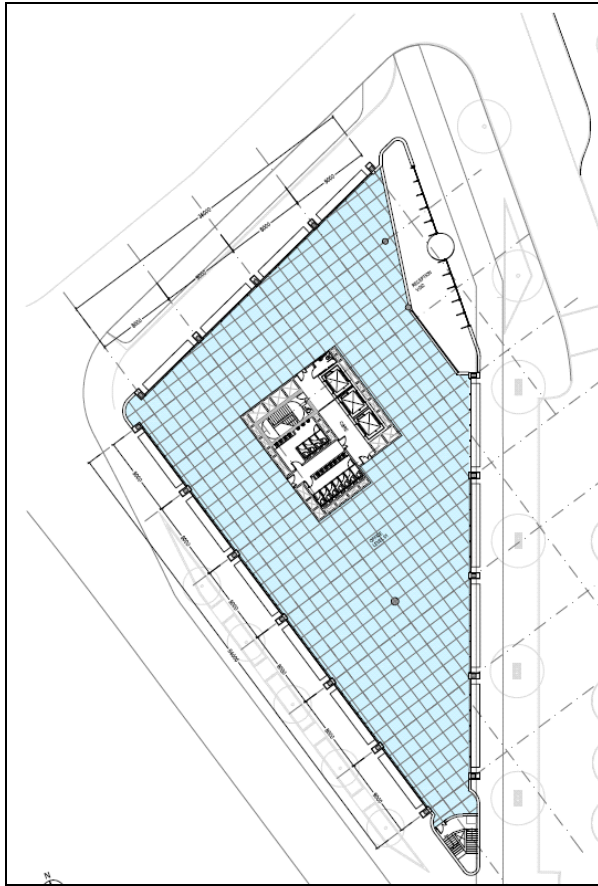
**VIEW FROM GUIDED BUSWAY**



**GROUND FLOOR PLAN**

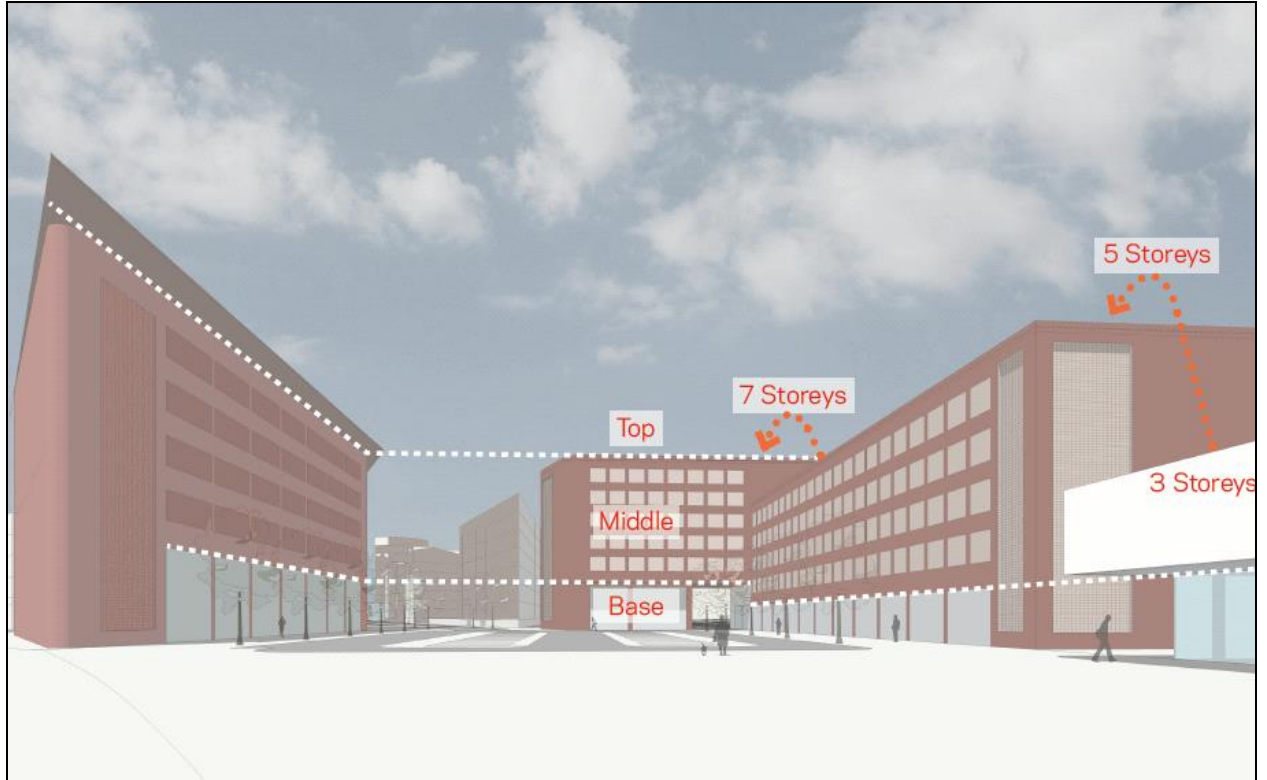


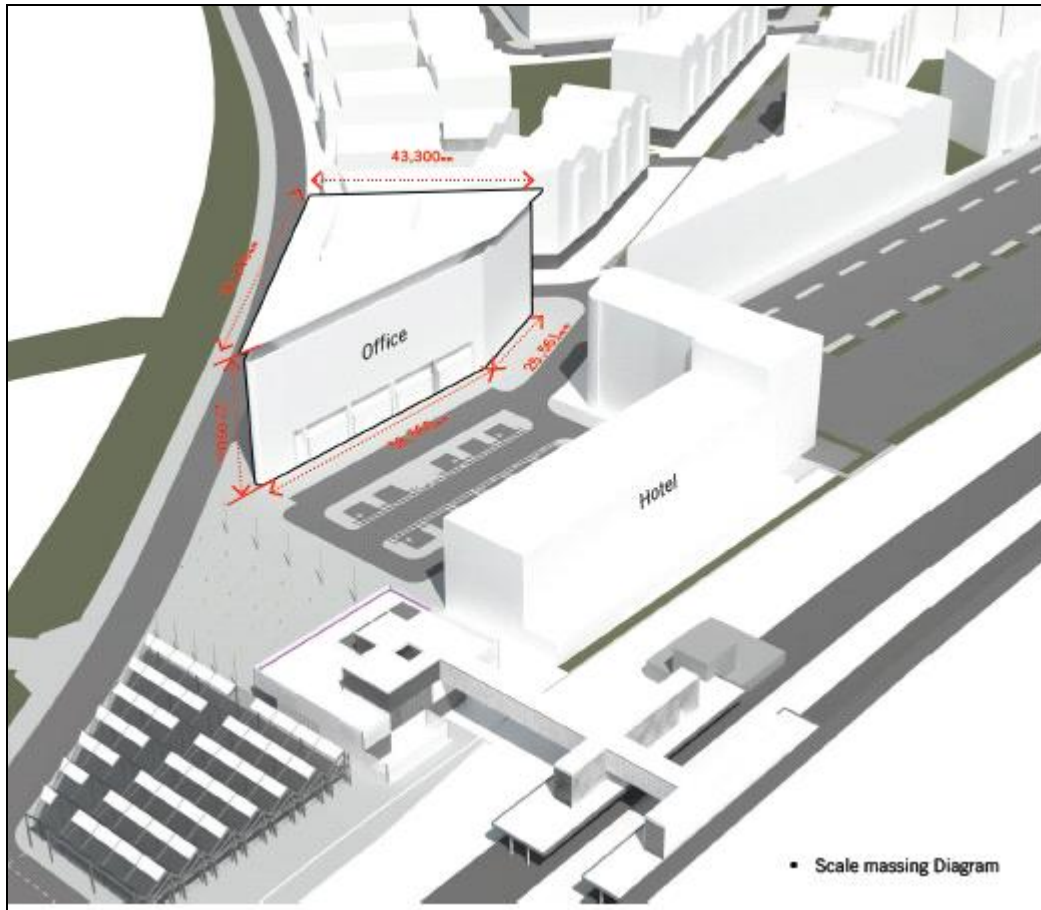
**FIRST FLOOR PLAN**





**DESIGN APPROACH TO HEIGHT AND MASSING**





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