



Public Document Pack

Cambridge City Council

Planning Committee

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

Alternates: Councillors Herbert and Tucker

Published & Despatched: Tuesday, 17 July 2012

Date: Wednesday, 25 July 2012
Time: 9.30 am
Venue: Committee Room 1 & 2 - Guildhall
Contact: James Goddard

AGENDA

1 Apologies

2 Declarations of Interest

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

3 Minutes

To confirm the minutes of the meeting held on 27 June 2012 (to follow).

4 Planning Applications

4a 12/0502/FUL - 32 - 38 Station Road (*Pages 1 - 110*)

4b 12/0496/CAC - 32 - 38 Station Road (*Pages 111 - 142*)

5 General Items

5a Non Material Amendment for Southern Access Road (SAR)
(Pages 143 - 148)

5b Discharge of Condition 48 of Outline Planning Consent ref. 08/0266/OUT
(CB1 Masterplan) (Pages 149 - 152)

6 Planning Applications

6a 12/0591/FUL - Elizabeth House, 1 High Street, East Chesterton
(Pages 153 - 184)

7 General Items

7a West Cambridge Sports Centre - Variation of the Section 106 wording to
secure wider public access (Pages 185 - 206)

Exclusion of the Press and Public

Item 8 contains a report, which is not for publication as it contains exempt information. If this information is likely to be discussed the Planning Committee is recommended to exclude members of the public from the meeting on the grounds that, if they were present, there would be disclosure to them of information defined as exempt from publication by virtue of paragraphs 5 of Part 1 of Schedule 12A of the Local Government Act 1972 as amended by the Local Government (Access to Information) (Variation) Order 2006.

8 11/1534/FUL - St Colette's Preparatory School

9 Tree Items

9a 12/204/TTPO - Denmore Lodge (to follow)

DEVELOPMENT PLAN POLICY, PLANNING GUIDANCE AND MATERIAL CONSIDERATIONS

1.0 Central Government Advice

- 1.1 **National Planning Policy Framework (March 2012)** – sets out the Government’s economic, environmental and social planning policies for England. These policies articulate the Government’s vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.
- 1.2 **Circular 11/95 – The Use of Conditions in Planning Permissions:** Advises that conditions should be necessary, relevant to planning, relevant to the development permitted, enforceable, precise and reasonable in all other respects.
- 1.3 **Community Infrastructure Levy Regulations 2010** – places a statutory requirement on the local authority that where planning permission is dependent upon a planning obligation the obligation must pass the following tests:
- (a) necessary to make the development acceptable in planning terms;
 - (b) directly related to the development; and
 - (c) fairly and reasonably related in scale and kind to the development.

2.0 East of England Plan 2008

SS1: Achieving Sustainable Development
SS2: Overall Spatial Strategy
SS3: Key Centres for Development and Change
SS6: City and Town Centres

E1: Job Growth
E2: Provision of Land for Employment
E3: Strategic Employment Locations
E4: Clusters
E5: Regional Structure of Town Centres
E6: Tourism

H1: Regional Housing Provision 2001to 2021
H2: Affordable Housing

C1: Cultural Development

T1: Regional Transport Strategy Objectives and Outcomes
T2: Changing Travel Behaviour
T3 Managing Traffic Demand
T4 Urban Transport
T5 Inter Urban Public Transport
T8: Local Roads
T9: Walking, Cycling and other Non-Motorised Transport
T13 Public Transport Accessibility
T14 Parking
T15 Transport Investment Priorities

ENV1: Green Infrastructure
ENV3: Biodiversity and Earth Heritage
ENV6: The Historic Environment
ENV7: Quality in the Built Environment

ENG1: Carbon Dioxide Emissions and Energy Performance

WAT 2: Water Infrastructure
WAT 4: Flood Risk Management

WM6: Waste Management in Development

CSR1: Strategy for the Sub-Region
CSR2: Employment Generating Development
CSR4: Transport Infrastructure

3.0 Cambridgeshire and Peterborough Structure Plan 2003

Planning Obligation Related Policies

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

4.0 Cambridge Local Plan 2006

3/1 Sustainable development
3/3 Setting of the City
3/4 Responding to context
3/6 Ensuring coordinated development
3/7 Creating successful places
3/9 Watercourses and other bodies of water
3/10 Subdivision of existing plots

3/11 The design of external spaces
3/12 The design of new buildings
3/13 Tall buildings and the skyline
3/14 Extending buildings
3/15 Shopfronts and signage

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

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

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

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

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

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

10/1 Infrastructure improvements

Planning Obligation Related Policies

3/7 Creating successful places
3/8 Open space and recreation provision through new development
3/12 The Design of New Buildings (*waste and recycling*)
4/2 Protection of open space

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

5.0 **Supplementary Planning Documents**

- 5.1 **Cambridge City Council (May 2007) – Sustainable Design and Construction:** Sets out essential and recommended design considerations of relevance to sustainable design and construction. Applicants for major developments are required to submit a sustainability checklist along with a corresponding sustainability statement that should set out information indicated in the checklist. Essential design considerations relate directly to specific policies in the Cambridge Local Plan 2006. Recommended considerations are ones that the council would like to see in major developments. Essential design considerations are urban design, transport, movement and accessibility, sustainable drainage (urban extensions), energy, recycling and waste facilities, biodiversity and pollution. Recommended design considerations are climate change adaptation, water, materials and construction waste and historic environment.
- 5.2 **Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012):** The Design Guide provides advice on the requirements for internal and external waste storage, collection and recycling in new residential and commercial developments. It provides advice on assessing planning applications and developer contributions.
- 5.3 **Cambridge City Council (January 2008) - Affordable Housing:** Gives advice on what is involved in providing affordable housing in Cambridge. Its objectives are to facilitate the delivery of affordable housing to meet housing needs and to assist the creation and maintenance of sustainable, inclusive and mixed communities.

- 5.4 **Cambridge City Council (March 2010) – Planning Obligation Strategy:** provides a framework for securing the provision of new and/or improvements to existing infrastructure generated by the demands of new development. It also seeks to mitigate the adverse impacts of development and addresses the needs identified to accommodate the projected growth of Cambridge. The SPD addresses issues including transport, open space and recreation, education and life-long learning, community facilities, waste and other potential development-specific requirements.
- 5.5 **Cambridge City Council (January 2010) - Public Art:** This SPD aims to guide the City Council in creating and providing public art in Cambridge by setting out clear objectives on public art, a clarification of policies, and the means of implementation. It covers public art delivered through the planning process, principally Section 106 Agreements (S106), the commissioning of public art using the S106 Public Art Initiative, and outlines public art policy guidance.
- 5.6 **Old Press/Mill Lane Supplementary Planning Document (January 2010)**
Guidance on the redevelopment of the Old Press/Mill Lane site.

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

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

6.0 **Material Considerations**

Central Government Guidance

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

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

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

Includes the following statement:

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

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

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

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

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

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

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

6.3 **City Wide Guidance**

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

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

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

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

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

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

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

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

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

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

The strategy:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

6.4 *Area Guidelines*

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

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

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

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

Jesus Green Conservation Plan (1998)

Parkers Piece Conservation Plan (2001)

Sheeps Green/Coe Fen Conservation Plan (2001)

Christs Pieces/New Square Conservation Plan (2001)

Historic open space guidance.

Hills Road Suburbs and Approaches Study (March 2012)

Long Road Suburbs and Approaches Study (March 2012)

Barton Road Suburbs and Approaches Study (March 2009)

Huntingdon Road Suburbs and Approaches Study (March 2009)

Madingley Road Suburbs and Approaches Study (March 2009)

Newmarket Road Suburbs and Approaches Study (October 2011)

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

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

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

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

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

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

Information for the Public

QR Codes
(for use with Smart
Phones)

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

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

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

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



Local Government (Access to Information) Act 1985

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

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

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

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

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

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

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

For further information on speaking at committee please contact Democratic Services on 01223 457013 or democratic.services@cambridge.gov.uk or on-line:

<http://www.cambridge.gov.uk/public/docs/Having%20your%20say%20at%20meetings.pdf>

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

Cambridge City Council would value your assistance in improving the public speaking process of committee meetings.

You are invited to complete a feedback form available in the committee room or on-line using the following hyperlink:

<http://www.surveymonkey.com/s/Y9Y6MV8>

Representations on Planning Applications

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

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

A written representation submitted to the Environment Department by a member of the public after publication of the officer's report will only be considered if it is from someone who has already made written representations in time for inclusion within the officer's report. Any public representation received by the Department after 12 noon two business days before the relevant Committee meeting (e.g by 12.00 noon on Monday before a Wednesday meeting; by 12.00 noon on Tuesday before a Thursday meeting) will not be considered.

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

**Filming,
recording
and
photography**

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

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www.cambridge.gov.uk/democracy/ecSDDisplay.aspx?NAME=SD1057&ID=1057&RPID=33371389&sch=doc&cat=13203&path=13020%2c13203.

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

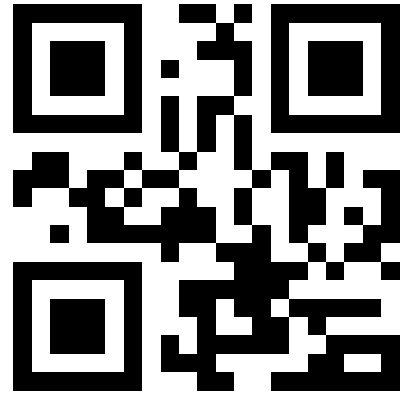
Adapted toilets are available on the ground and first floor.

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

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

Queries on reports

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



General Information

Information regarding committees, councilors and the democratic process is available at www.cambridge.gov.uk/democracy.



Agenda Item 4a

PLANNING COMMITTEE

Date: 25th July 2012

Application Number	12/0502/FUL	Agenda Item	
Date Received	20th April 2012	Officer	Mrs Sarah Dyer
Target Date	20th July 2012		
Ward	Trumpington		
Site	32 - 38 Station Road Cambridge Cambridgeshire CB1 2JH		
Proposal	The demolition of 32-38 Station Road and the construction of two new office buildings comprising 7806 sq.m. office floorspace (class B1) for 50 Station Road and 8621 sq.m. office floorspace (class B1) and 271 sq.m. of retail/cafe and restaurant floorspace (class A1/A3) for 60 Station Road as a phased development, including ancillary accommodation/facilities with an additional single level basement to both buildings and up to 61 car parking spaces, with associated plant; along with the re-alignment of the northern section of the southern access road; 432 external cycle parking spaces; and hard and soft landscape (including additional public realm and landscaping over the cycle storage area and basement entrance).		
Applicant	Brookgate CB1 Limited C/o Agent		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <p>The proposed building is of a scale, massing and design which are appropriate to its setting within an Area of Major Change and of a significantly high quality which justifies the removal of Buildings of Local Interest.</p> <p>The Outline consent for the Station Area development is a very significant material</p>
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	<p>consideration and the development accords with that consent in all regards with the exception of site area.</p> <p>The application includes mitigation measures to ensure that all of the impacts of the development are dealt with both independently and as part of the wider Masterplan.</p>
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site forms part of a larger area, which is the subject of the CB1 Station Area Redevelopment proposals for which outline planning permission was granted in April 2010. The site lies on the south side of Station Road and to the east of the access serving the Warren Close development. The western half of the site is occupied by 32-38 Station Road, which accommodates Woodlands Doctors Surgery and Brookgate's Offices (the applicants). The eastern half of the site was previously occupied by offices serving the Rank Hovis site that have been demolished as part of the CB1 development. This part of the site is currently in use as a contractor's compound.
- 1.2 To the south of the site is the Warren Close housing development and land, which is under development for flats with commercial space at ground level. A six storey block of flats at Warren Close sits behind the western half of the site and following the completion of development a public square and a seven storey block of flats will sit behind the eastern half. To the west the site is bounded by the access road serving Warren Close beyond which are office buildings. To the east is Murdoch House a three-storey office block with undercroft that fronts the Station. To the north the site is bounded by Station Road beyond which is former Red House site that has planning permission for a hotel and the current station cycle park.
- 1.3 The site is within the Station Area Redevelopment Framework Boundary and within the Central Conservation Area No.1. 32-38 Station Road are buildings of Local Interest as are the Mill and

Silo that sit to the southeast. The Station is a listed building. The site falls within the controlled parking zone.

2.0 THE PROPOSAL

- 2.1 Full planning permission is sought for an office development comprising two linked office blocks that will be known as 50 and 60 Station Road. 50 Station Road is to occupy the western part of the site and 60 the eastern part. The application differs from previous applications that have been brought forward within the CB1 Station Area site because it is not an application for reserved matters. In this case a reserved matters application could not be submitted because the layout of the block does not conform to the approved Parameter Plans. The application also includes a realignment of the Southern Access Road (SAR). Separate applications for a Non Material Amendment to the Outline permission for the realignment of the SAR and Conservation Area Consent for the demolition of 32-38 Station Road have also been made. Reports to address these applications appear elsewhere on the Agenda.
- 2.2 Although the application is not constrained by the Outline permission, the approved Parameter Plans that represent the approved Masterplan are a significant material consideration in the assessment of the application. I will make reference to the Masterplan throughout my Assessment as the applicants have done in the supporting material for the application.
- 2.3 In total the two office buildings will deliver 16427 sq m of office floorspace; 7806 sq m in 50 Station Road and 8621 sq m in 60 Station Road. In addition to this floorspace 271 sq m of retail space is provided in the south east corner of 60 Station Road where it fronts the public square and in a 'pod' that between the two blocks on the Station Road frontage. Car and cycle parking is provided within the blocks with further cycle parking within the landscaped areas around the buildings. The SAR is realigned further to the east. Further details of the proposals are set out in my Assessment
- 2.4 The application is accompanied by the following supporting information:
1. Design and Access Statement by Grimshaw
 2. Heritage Statement by Beacon Planning

3. Planning Statement by Savills
4. Acoustic Report by Hilson Moran
5. Air Quality Report by Hilson Moran
6. Archaeological Statement by Cambridge Archaeological Unit
7. BREEAM Pre-assessment report by Hilson Moran
8. Car Park Ventilation Strategy by Hilson Moran
9. Daylight Report by Mott Macdonald
10. Draft s106 Agreement by Mills and Reeve
11. Ecology Report by RPS
12. Energy and Sustainability Statement by Hilson Moran
13. Estate Management Strategy by Bidwells
14. Surface/foul water strategy by Mott Macdonald
15. Ground Contamination report by Mott Macdonald
16. Landscape Proposals by Robert Myers
17. Landscape Management Plan by Robert Myers
18. Transport Assessment (inc. Travel Plan) by Mott Macdonald
19. Waste Management Strategy by Mott Macdonald

2.5 The application has been amended in the following ways:

- Response to comments by Nature Conservation Officer and revised Ecology Report to include changes to landscaping
- Response to comments by Sustainable Drainage Officer
- Response to comments by Cycling and Walking Officer and associated revisions to Ground Floor/Basement Plan and updated Travel Plan to incorporate Cycle Parking Management Plan
- Response to County Highways officer comments.
- Sustainability Checklist
- Response to comments by Senior Sustainability Officer (Design and Construction)
- Further revisions to the Travel Plan in response to comments made by County Transport Officer
- Revised plans and Addendum to Design and Access Statement in response to comments by Urban Design and Conservation Team.
- Amended plans and Addendum to Design and Access Statement to include basement/low level cycle parking spaces to ensure compliance with cycle parking standards

and in response to comments from Walking and Cycling Officer

- Revised landscape plans to include trailing plants over the car park access ramp and cycle park, additional planting to terraces, and two brown roofs at roof top level.

3.0 SITE HISTORY

Reference	Description	Outcome
05/1166	Conservation Area Consent for demolition buildings on the Rank Hovis site	A/C
06/0266/OUT	CB1 Station Area Redevelopment	A/C
09/0031	Conservation Area Consent for demolition buildings on the Rank Hovis site	A/C
11/1303/FUL	Demolition of 32 – 38 Station Road and erection of two office buildings	Withdrawn
11/1351/CAC	Conservation Area Consent for demolition of 32-38 Station Road	Withdrawn
12/0496/CAC	Conservation Area Consent for demolition of 32-38 Station Road	Pending determination
	Non Material Amendment for Realignment of SAR	Pending determination

4.0 PUBLICITY

4.1	Advertisement:	Yes
	Adjoining Owners:	Yes
	Site Notice Displayed:	Yes
	Public Meeting/Exhibition	No
	DC Forum (Meeting of 4 July 2012)	Yes

4.2 The grounds for the Forum were that the Petitioners wished to express their concerns about the increase in office space, the insufficient car parking on site, the environmental impact on the neighbourhood and the demolition of 32-38 Station Road, which are fine Victorian buildings listed as buildings of local interest. They also wished to discuss a reduction in the scale of the development and to ensure that the development makes a full financial contribution (including deferred payments) to the Cambridge Guided Bus. A copy of the DCF minutes will be attached to the Amendment Sheet.

5.0 POLICY

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

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
East of England Plan 2008	SS1 SS3 E3 T1 T2 T4 T9 T13 T14 T15 ENV6 ENV7 WM6 CSR1 CSR2
Cambridgeshire and Peterborough Structure Plan 2003	P6/1, P9/8, P9/9
Cambridge Local Plan 2006	3/1 3/4 3/6 3/7 3/11 3/12 3/13 4/4 4/11 4/12 4/13 4/14 4/15 5/11 7/2

	8/2 8/4 8/6 8/9 8/10 8/16 8/18 9/1 9/9 10/1
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5.3 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	National Planning Policy Framework March 2012 Circular 11/95 Community Infrastructure Levy Regulations 2010
Supplementary Planning Documents	Sustainable Design and Construction Waste Management Design Guide Planning Obligation Strategy Public Art
Material Considerations	<u>Central Government:</u> Letter from Secretary of State for Communities and Local Government (27 May 2010) Written Ministerial Statement: Planning for Growth (23 March 2011)
	<u>Citywide:</u> Biodiversity Checklist Cambridge City Nature Conservation Strategy Cambridge and South Cambridgeshire Strategic Flood Risk Assessment Strategic Flood Risk Assessment (2005) Cambridge and Milton Surface Water

	<p>Management Plan</p> <p>Cambridgeshire Quality Charter for Growth Cambridge City Council - Guidance for the application of Policy 3/13 (Tall Buildings and the Skyline) of the Cambridge Local Plan (2006) (2012)</p> <p>Cambridge Walking and Cycling Strategy</p> <p>Cambridgeshire Design Guide For Streets and Public Realm</p> <p>Air Quality in Cambridge – Developers Guide</p> <p>Cambridge Shopfront Design Guide</p>
	<p><u>Area Guidelines:</u></p> <p>Southern Corridor Area Transport Plan</p> <p>Buildings of Local Interest</p> <p>Station Area Development Framework/Station Area Conservation Appraisal</p>

6.0 CONSULTATIONS

Cambridgeshire County Council (Engineering)

Application as submitted

- 6.1 The development will be a significant contributor to the need for improvement to the layout of the signal-controlled junction of Station Road with Hills Road that provides full pedestrian facilities at that junction.

The realignment of the SAR and junction layout are both acceptable.

Further details are required of the size and dimensions of car parking spaces and aisle widths and larger scale plans to show

manoeuvring space. Dimensioned layouts are needed of cycle parking spaces.

Parking surveys of the residential area to the east of the railway are required in common with the Outline approval.

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

Response to additional information

6.2 I refer to the Technical Note produced by Mott Macdonald dated 7th June 2012.

The document states that the car parking spaces will be 4.8 metres by 2.4 metres in size, rather than the 5 metres by 2.5 metres recommended by the Highway Authority.

Recent statistics for car sales indicate that almost one third of cars sold would be anticipated to overhang the car parking spaces to a greater or lesser degree, with one tenth overhanging by 0.5 metres as cars are unlikely to park with their bodywork, even bumpers, touching walls or crash barriers.

Whilst I am aware of the design documents referred to in the report, practical experience shows that as car sizes increase, documents based upon producing cost efficient structures are not necessarily placing enough weight on practicality of operation.

Whilst the guidance given in “Car Parking: What Works Where” is inclusive of on-street parking, it does apply equally well to the wider requirements of people.

Consideration should also be given to the advice contained in the Institute of Highways Engineers latest guidance on car parking which refers specifically to the issue of accommodating larger vehicles.

The manoeuvring diagrams provided indicate that large cars could access the parking bays, although with some degree of constraint.

Cambridgeshire County Council (New Communities)

Application as submitted

6.3 Car Parking

61 car parking spaces are provided against a requirement for 164 spaces under adopted parking standards. Given the accessibility of the site this is an acceptable level of car parking.

On-street parking surveys are needed consider overspill parking into the surrounding area. The baseline survey needs to be carried out prior to the commencement of development to avoid construction traffic affects.

Financial Contributions

The contributions towards Cambridge Guided Bus (CGB) and the Southern Corridor Area Transport Plan (SCAPT) that are suggested by the applicants are acceptable.

Workplace Travel Plan

The WTP that has been submitted needs to be enhanced to address cycle training, real time passenger information and the baseline for modal shift away from car use.

Response to additional information

- 6.4 I have asked for a comment on the revised Travel to Work Plan and will provide an update on the Amendment Sheet or orally at the meeting.

Head of Environmental Services

6.5 Environmental Protection

Construction Method Statement

This work especially the demolition presents the risk of harm to the amenity from a number of pollutants including noise, vibration and dust. Considerable work was done in the early stages of the CB1 development to control such pollution and a Construction Environmental Management Plan (CEMP) was

required by condition 31 of the outline planning permission reference 08/0266/OUT. This has been written and agreed, each phase is also required to produce a Construction Method Statement.

Phases of the development that have followed this approach have proceeded without justified complaints. In the interests of protecting the amenity and consistency a condition requiring a Construction Method Statement that is in accordance with the existing agreed CEMP is recommended.

Further conditions covering noise, vibration, pilling and dust are not required as this are already covered in the CEMP.

Road Traffic Noise

It has already been identified; including for the Microsoft Building opposite at 21 Station Road that Station Road is and will remain noisy. Sufficient glazing will mitigate the noise and achieve the internal noise levels quoted. However, these internal levels will not be achieved with natural ventilation (open windows) so mechanical ventilation will be required.

The detailed structure of the building has not been finalised and the exact specification of the glazing is not yet known. However, this can be agreed as a condition.

Experience has shown that the specification of the glazing and the ventilation systems is not finalised until shortly before occupation. I therefore suggest the same condition as condition 34 of the outline planning condition reference 08/0266/OUT quoted in section 6.1 but amended to be, "Prior to occupation," as opposed to, "Prior to commencement."

Plant Noise

The site is close to the existing Warren Close flats as well as the residential blocks of the CB1 development including the 'L' blocks of the Blue phase. Plant noise therefore needs to be controlled to protect the amenity of these residents.

The application submission quotes the existing plant noise condition of the outline planning permission, condition 37 of 08/0266/OUT. The details of the plant and therefore its noise

are not finalised and the same condition is requested for this application, but amended to be, "Prior to occupation," as opposed to, "Prior to commencement."

Odour

Depending on the use of the retail café / restaurant area odour may harm the amenity neighbouring homes and offices. Condition 38 of the outline planning permission reference 08/0266/OUT deals with odour and the same condition is requested for this application.

Opening Times

The use of the retail / café / restaurant and particularly night time deliveries risks serious harm to the amenity of the neighbouring residents of Warren Close and the residential blocks of CB1 such as in the Blue phase. A condition to restrict opening hours to 07:00-23:00 is recommended.

Car Park Ventilation

A car park ventilation strategy is included with the application. The ventilation of the underground car parks on other phases of CB1 has previously been considered as part of the planning process. However, it has now been confirmed that this is covered by the Building Regulations.

6.6 Scientific Team

Air Quality

The Air Quality Assessment identifies 119 car parking spaces associated with the current use; 61 car parking spaces are proposed with this application, which is less than the maximum permitted in the CB1 Masterplan. Thus the requirements of Condition 57 are satisfied (albeit that they do not apply to this new application) and there are no objections to the application on air quality grounds

Contaminated Land

The development is for the demolition of the existing buildings and the erection of two office blocks (known as Numbers 50

and 60 Station Road). The site, part of CB1 Development, was investigated during the Foster Mills redevelopment and the submission of the outline application in 2006.

A comprehensive desktop study was undertaken and noted multiple past industrial uses on and off the site including scrap yards, laboratories, fuel tanks and flourmills. The intrusive investigations recorded elevated concentrations of ground gases (up to 12.4% v/v of carbon dioxide –minimal flow rate was noted) and made ground impacted by aromatic hydrocarbon contamination.

Contamination issues were adequately assessed for the eastern half of the site (known as 60 Station Road) during the Foster Mills development. No further investigation is required in this area.

Limited investigation so far has been undertaken around the western part of the site (currently occupied by Numbers 32-38 Station Road). Further investigation is required in this area following site clearance and this can be secured by condition.

6.7 Waste Strategy

The drawings are only indicative however the details appear sufficient, but will depend on the exact use of the building, which will not be known until just prior to occupation. A prior to occupation condition is therefore required to ensure that the provisions and arrangements for waste and recycling are adequate.

6.8 Licensing and Food and Occupational Safety

Informatives are requested.

Urban Design and Conservation Team

Application as submitted

6.9 Background

As shown in the consented CB1 Outline masterplan, Block I2 was intended to be the most visually prominent of the buildings in CB1 and much time and effort was spent at the pre-

application stage to work out an appropriate massing strategy across CB1 and an appropriate maximum overall height for buildings in the area. The strategy pulled the height away from the Grade II Listed Station in order to preserve its setting and to create additional skyline interest to compliment the Mill and Silo.

In order to achieve an appropriately articulated skyline, only 75% of the parameter 'volume' could be built out (DAS July 2008 page 13 and pages 14-17). Such a condition was also intended to reduce the massing of the building.

6.10 Southern Access Road – NMA

When we previously commented on the NMA for the Southern Access Road in July 2011, we concluded that whilst the loss of the axis to the west of the L Buildings was not detrimental to the overall masterplan, the resolution of the 50&60 Station Road would be even more important due to the increased prominence of No.60 terminating the view through the park. With the revised application for 50&60 submitted, we again raise no objection to the proposed NMA and have the benefit of seeing how the proposals, discussed in detail below, will respond to this revision to the masterplan.

6.11 Previous scheme

Our concerns with the previously and now withdrawn scheme for 50&60 Station Road were as follows:

1. Massing – combined equally weighted forms/identical pair of buildings
2. Response to the Southern Access Road NMA
3. Poorly detailed materials and incoherence between elevations
4. How the top of the building 'struck a line against the sky'
5. Retail provision and other ground floor activity

6.12 Current Proposals

The applicant has submitted a comprehensive Design & Access Statement that clearly describes the design of the proposals and the way in which it responds to the masterplan.

CB1 Outline Masterplan and I2

The Southern Access Road NMA allows for the creation of a revised footprint for what was 'I2' in the CB1 Outline Masterplan. Whilst the proposals for 50&60 Station Road are submitted as a full application, the parameter plans are still important in determining the acceptability of proposals particularly in terms of scale and massing.

Scale and massing

The overall approach to the scale and massing of the building is supported. The change of emphasis from two equally weighted buildings to that of increasing the prominence of 60 Station Road with a clear separation between the buildings reduces the perceived massing of the development when viewed along Station Road and continues the established rhythm of buildings on the south side.

Plant/upper floors

We have serious reservations about the resolution of the top of the building. The submitted elevations do not depict the full impact of the grey zinc cladding and the box like qualities of the top floor rather undermine the effort that has been put into the stonework and the setback upper floors on both 50&60 Station Road. The impact of the plant floor is well illustrated in the submitted perspectives contained within the D&A Statement, which demonstrate how this element conflicts with the framing of the upper floors.

We would question whether the 'box' needs to be so large and whether a lower and more compact form may be less visually intrusive. If the box was set back from the edge and reduced in height by 1m it would be less apparent from the street.

The Outline limited plant and lift overruns to 2m in height. Whilst this isn't an RM application, it would seem sensible to limit the height of the plant enclosure to accord with this parameter. This would have the benefit of reducing the massing of the upper floor.

Further details are needed of the window cleaning mechanism and solar array.

Elevations

Overall we support the approach being taken to the elevations for each of the buildings. The result of the approach has been to create two buildings that have a strong family resemblance whilst allowing No.60 to perform a wider townscape role. The entrance to each of the buildings and the location of the café between them provides a well considered an active frontage to Station Road.

Materials

The buildings use a simple and high quality palette of materials and modular reconstituted stone beams with subtle variation in orientation to achieve variety and interest. Overall we support the proposed materials that will help the scheme fit in with the family of buildings now emerging along Station Road.

Conditions are suggested to address matters of detail such as:

Weathering of facades given the phased nature of the development and the juxtaposition of natural and reconstituted stone.

Visibility of structural elements behind the glazing.

Wear and tear issues to solid walls, columns and shopfronts. The detailing of how the stonework meets the ground needs to be thought through with the use of a harder stone to deal with potential strike damage and staining caused by rainfall.

The treatment of the flank walls, the access control system and drainage details can all have an impact on the appearance of the car park access.

Signage zones need to be clearly understood.

6.13 Assessment against the draft Cambridge Skyline Guidance

The assessment is thorough and appropriate and the conclusions are supported.

6.14 Conservation Area Consent

Conservation Area Consent is required but it is recognised that the Masterplan anticipated the demolition of 32-38 Station Road. There are also public benefits to be accrued in terms of delivery of the overall strategy to massing and height on Station Road, creation of the Southern Access Road and delivery of proposed land uses.

6.15 Conclusion

Overall we support the application. However further consideration of the plant floor is needed to reduce its impact when viewed along Station Road and from across the park.

Conditions are recommended to address details of stonework, non-masonry walling systems, glass types, low pitched roofs, joinery, roof glazing, renewable energy sources, roof plant screening, coping and landscaping.

Response to additional information

6.16 The revised plans show a revised approach to the upper floor, which has reduced the impact of this element from the northern and southern elevation in particular. The amended D&A Statement contains a series of useful comparison illustrations of the submitted and amended elevations as well as a series of street level perspectives. These demonstrate how the revised design approach to the upper floors has reduced their massing and in turn the impact from street level.

6.17 The introduction of a natural stone panel in the reception area referred to in the D&A Statement addendum is supported. However the material needs to be referred to on the amended north elevation drawing. The amendments are supported in Urban Design and Conservation terms but for clarity the use of the stone in the reception needs to be added to the submitted elevation drawing.

Senior Sustainability Officer (Design and Construction)

6.18 *Application as submitted*

Policy Context

The masterplan for the site contains the ambition for all development to exceed Part L of the Building Regulations by 10%, and for office developments to utilise PV and Ground Source Heat Pumps to achieve a 15% abatement of carbon emissions from renewable energy systems. While there are many elements of the proposals that are very encouraging and in keeping with the ambitions of the CB1 Masterplan, there are other areas of the proposals that are a little disappointing, particularly in relation to the role of renewable and low carbon energy generation.

Sustainable Development

In terms of meeting the requirements of Policy 3/1 of the Local Plan, it would appear that the applicant has not submitted the Council's Sustainability Checklist and Sustainability Statement. The Design and Access Statement does contain information regarding the sustainability credentials of the scheme. The buildings will be designed to meet a BREEAM 'excellent' rating, which is fully supported, as are the proposals to utilise green roofs and the emphasis on passive design. However, inclusion of this information does not replace the requirements of policy 3/1. As such, the applicant should be asked to submit a Sustainability Statement and Sustainability Checklist prior to the determination of this application.

Reduction of Carbon Emissions and Renewable Energy

The CB1 Masterplan sets out a target for development to exceed Building Regulations Part L by 10%. The Energy Strategy submitted as part of this application sets out proposals which are estimated to achieve a 31.8% reduction in CO2 emissions overall compared to Part L 2010. This level of carbon reduction is to be achieved via a hierarchical approach (Be Lean, Be Clean, Be Green), which is fully supported, as is the extent to which the proposals exceed the ambitions of the CB1 Masterplan.

It is, however, a little disappointing that renewable or low carbon energy generation plays very little role to the achievement of these levels of carbon reduction, with the use of solar thermal panels only achieving a 2.1% reduction in regulated emissions. As mentioned above, the overall levels of carbon reduction being achieved are fully supported, and I would not wish to see renewable energy generation implemented at the expense of other measures to reduce emissions following the hierarchical approach. However, at present the proposals not only fail to meet the renewable energy ambitions set out in the CB1 Masterplan, but they also fail to meet the requirements of Policy 8/16 of the Local Plan.

It is noted that passive design forms a fundamental element of the design approach and, in line with the Council's Sustainable Design and Construction SPD; this can count towards the 10% renewable energy requirement. I would therefore request that clarification be sought as to the level of carbon reduction to be achieved through the use of passive design measures, as this may help to get the proposals closer to the 10% figure.

The report considers a range of renewable energy technologies. I welcome the consideration of connection to the district-heating scheme being provided as part of the student accommodation element of the CB1 proposals. While it is noted that the proposals will have limited heat demand, I welcome the reference to future proofing the scheme so that they could, perhaps, connect to a heat network in the future, which could assist in the achievement of lower carbon cooling solutions for the building, and possibly also low carbon electricity.

Given that the primary energy requirement of the building will be electricity; this does lead me to query whether the use of solar thermal panels is the most suitable technology choice for this scheme. While it is noted that the development will incorporate service risers and spare ways in order that PV panels can be incorporated into the building in the future, this will do nothing to minimise the electricity requirements of the building now. I would also query the statement that PV has high capital costs and long payback periods since the introduction of the Feed in Tariff, the cost of PV systems has reduced dramatically, with a subsequent reduction in payback periods. While PV alone would unlikely to meet the full 10% requirement, it is considered

that this would be a far more appropriate technology for the proposed development.

6.19 Conclusion

To conclude, the proposals approach to meeting BREEAM 'excellent' and the overall levels of carbon reduction being achieved are fully supported. However, at present I do not feel that there is sufficient justification for the failure of the proposals to meet the requirements of Policy 8/16 of the Local Plan in terms of renewable energy provision. As detailed in my comments above, clarification should be sought as to the extent to which the passive design elements of the scheme assist in meeting the requirements of Policy 8/16, as when set against the overall levels of carbon reduction being achieved, this may provide justification for not reaching full compliance. I would also encourage the applicant to reconsider the proposed renewable energy technology being installed, as it is felt that a PV system would be far more suited to a development of this nature, and may help to achieve higher levels of carbon reduction than the proposed solar thermal array.

Response to additional information

6.20 Approach to meeting policy 8/16

Policy 8/16 of the 2006 Cambridge Local Plan requires all development above a threshold of 1,000 square metres to provide at least 10% of the developments total predicted energy requirements on-site from renewable energy sources. Concern was raised that renewable technologies only contributed a 2.1% reduction in the carbon emissions of the development, significantly short of the minimum policy requirements. It was, however, noted that a major driving force behind the design of the proposals was a passive approach to building design, and the Sustainable Design and Construction SPD does allow for passive design to be included in the 10% requirement. It has been agreed that these passive design measures should be incorporated into the 10% carbon requirement. This has now been calculated and indicates that the passive design measures will lead to an additional 6.2% reduction in carbon emissions. When combined with the contribution from the solar thermal panels, this leads to an 8.3% reduction in carbon emissions from the use of renewable energy and passive design.

While this level of carbon reduction is still below the Council's minimum policy requirement, the contribution against the overall level of carbon reduction being achieved through a combination of energy efficiency, passive design and renewable energy has been considered. The CB1 masterplan sets out to design buildings that reduce carbon emissions by 23.5% compared to a Part L compliant scheme. The proposals for 32-38 Station Road will lead to a 32% reduction in carbon emissions compared to a Part L 2010 compliant scheme, which should help future proof the building against future uplifts in Building Regulations carbon reduction requirements in 2013 and, possibly, 2016. Such an approach is supported, and it is felt that in this context the level of passive design measures and renewable energy being achieved is acceptable.

The applicant is however encouraged to reconsider installing photovoltaic panels now to help further reduce carbon emissions.

6.21 Sustainability Statement

The applicant has also now submitted a completed Sustainability Checklist in light of the requirements of Policy 3/1 of the 2006 Cambridge Local Plan. This sets out the overall approach to sustainable development, making reference to the location of additional information within the documents submitted as part of the planning application. While the majority of the approach is supported, further work is encouraged in relation to the drainage strategy for the site.

6.22 Conclusion

Application supported in relation to its approach to reducing carbon emissions and overall approach to sustainable design and construction.

Access Officer

- 6.23 The main door should be automated. Side doors alongside revolving doors would best electrically opening or asymmetrical of which one is at least 900mm. Reception and cafe bars need dropped height counters and hearing loop.

Head of Streets and Open Spaces (Tree Team)

6.24 No comments received.

Head of Streets and Open Spaces (Landscape Team)

6.25 *Application as submitted*

Public Realm

The proposed landscape treatment around the perimeter of the two blocks is supported and in general accordance with the Landscape and Public Realm strategy.

The cycle parking along the northern and eastern boundaries must be reduced to a few visitor racks. Provision of cycle parking should be located towards the southern part of the site to avoid compromising the public realm of Station Road or the Southern Access Road.

Visual Amenity Space

The green roof over the retail pavilion between 50 and 60 Station Road is welcomed and when viewed from Station Road will create an interesting and contrasting green edge to the built form. We would however suggest that this should extend the full length of the space between the two buildings to meet the usable amenity space towards the southern elevation. This would substantially improve the visual amenity for the neighbouring offices, eliminating views of the unsightly car park ramp and the cycle parking.

Useable Amenity Space

The quantity of the useable amenity space provision for the two large office buildings is considered minimal given the size of these two blocks. While the first floor amenity space and the linear roof terraces are welcomed, it is considered that these will be 'exclusive' to their floor level. We would suggest that the roofs of both buildings could incorporate intensive green roofs to provide some additional meaningful amenity space.

Balconies on the southern elevation of Number 60 could also provide some amenity space for each floor as well as activate the elevations overlooking the 'Ante chamber' square.

Green roofs

The Cambridge City Council strategic flood risk assessment requires a minimum 20% reduction in surface water discharge from a previously developed site. Given that the majority of this site is impermeable, we would suggest that these roofs should be intensive green/brown roofs to help achieve this, as well as accord with the draft National SuDS Standards that state that the first 5mm of rainfall should not leave the site.

Green/brown roofs offer multiple benefits in terms of surface water management, amenity, biodiversity, water quality improvements, carbon reduction, noise attenuation, urban heat island effect reduction and can more cost effective than conventional roofs.

6.26 Conclusion

The proposed development has the potential to make a very positive contribution to the Station Area with the capitalisation of the opportunities identified above. Subject to the incorporation of the suggested amendments, the proposed development of 50 & 60 Station Road can be supported on landscape, visual and amenity grounds.

Response to additional information

- 6.27 Most of the earlier concerns in relation to visual and useable amenity space, and green/brown roofs have been addressed. However concerns remain regarding the quality of the public realm being compromised by cycle parking. The reduction in cycle stands along Station Road is welcomed, however the solid barrier along the Southern Access Road is not considered satisfactory. The middle section adjacent to the road should be removed (between the two central trees) to enable pedestrians to cross the road more freely.

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

Application as submitted

6.28 Cycle Parking

A third of the cycle parking provided for staff is on street with no shelter and no indication of how they will be kept free for staff. Demand for cycle parking at the station is very high and it is not clear how members of the public will be prevented from using the on-street parking, particularly along the front of Station Road.

The access way to the Sheffield stands near the car park is too narrow to allow people with to pass each other and there is the danger that people waiting to get in at peak hours will congregate around the entrance, spilling out into the car park entrance/exit way and delivery area. Access to the entrance also requires crossing the entrance/exit to the car park. Further thought needs to be given as to how to highlight the presence of cyclists crossing here.

6.29 Travel Plan

The Travel Plan is rather un-ambitious with regard to cycle-related elements. The plan should include:

- free or subsidized cycle training for staff
- pool bikes (including folding bikes) and equipment for staff to use (with an indication on where these will be kept and how managed)
- cycle mileage for staff cycling on their own bikes for work related journeys.
- City cycle maps available for staff

Response to additional information

6.30 To be reported on the Amendment Sheet or orally at the Meeting

Head of Streets and Open Spaces (Sustainable Drainage Officer)

6.31 *Application as submitted*

Overall

The surface water drainage design proposed does not reflect current best practice. Although the scheme is part of a wider strategy there is no management of the water within this application boundary to reduce run-off and improve water quality. There are also some technical issues that are of concern and need to be addressed to ensure the scheme is feasible.

Current design best practice

All roofs should have green/brown roofs, which will help in preventing the first 5mm of rainfall from leaving the site. Architectural and plant issues can easily be overcome with a careful and considered design. Green/brown roofs could also provide additional benefits such as an increase in biodiversity, reduction in the carbon used by the completed building, a contribution to reducing the urban heat island effect and a contribution to a reduction in noise levels in dense urban areas.

Technical issues

There are some areas of concern regarding the use of oil interceptors, surface water drainage and there is no reference to the maintenance of the oil interceptors or pump stations in the maintenance plan.

6.32 *Response to additional information*

The drainage strategy should be prepared with reference to the existing Masterplan conditions but this is a full planning application therefore reference should be restricted to the site wide strategy and allowable discharge rate only. SUDS must be addressed and the performance of green/brown roofs demonstrated. Conditions are recommended

Head of Streets and Open Spaces (Nature Conservation Officer)

Application as submitted

- 6.33 Ecological enhancements appropriate for the development should be requested. These could include bio diverse/green roofs, native tree and shrub planting, swift nest boxes, bat tubes etc which would compliment those proposed with the CB1: 50 and 60 Station Rd Ecology report.

Response to additional information

- 6.34 The additional information/clarification is acceptable.

English Heritage

- 6.35 Summary

The principle of demolition of 32-38 Station Road was given tacit support when the CB1 Masterplan was agreed. However consent should only be granted once a scheme for high quality replacement buildings has been secured. The current proposals require changes to the Masterplan, which have much to recommend them, and the revised design has gone a long way to address the previous concerns raised by English Heritage.

- 6.36 Conservation Area Consent application

The NPPF includes a provision of a presumption in favour of the conservation of heritage assets. In this instance 32-38 Station Road are not designated heritage assets but the Conservation Area within which they are located is and therefore the presumption in favour of conservation is relevant. The removal of these buildings will enable the implementation of a holistic redevelopment that will deliver an overall enhancement of the Conservation Area whereas to retain them would be at odds with the new context.

6.37 Construction of New Office Building

The office building has the potential to deliver an improvement on the Masterplan. In particular it allows the creation of a new area of public realm as an 'ante chamber' to the Station Square. However the full potential of this space cannot be realised until the future of the Silo building is resolved.

The revised massing strategy and the vertical emphasis that is delivered by the expressed stair to 60 Station Road is broadly welcomed.

The revised design, which now incorporates a series of 'giant order' of mullions and transoms, finished in reconstituted stone references the Cambridge context. The details will need to be strongly controlled to avoid problems with staining.

The lack of a double height recess on 50 Station Road (south elevation) makes this building appear 'stunted'. The plans could be revised to address this.

There is no detail of signage locations.

6.38 Recommendations:

- Review South elevation of 50 Station Road
- Approve with conditions

The Victorian Society

6.39 (Note – the Victorian Society were not formally consulted on the application because 32-38 Station Road are not listed buildings)

The Society objects to the demolition of 32-38 Station Road. They are a striking late Victorian terrace and may have been designed by Richard Reynolds-Rowe. The rarity of the buildings adds to their value in the streetscape.

The poor state of the frontage and the access ramp can be easily rectified. Other sites could provide new officer space, which would negate the need to demolish these buildings.

The Council has an obligation to ensure that development either preserves or enhances the Conservation Area.

Natural England

- 6.40 Welcomes development, which incorporates sustainable design and construction and shows both adaptation to and reduction in the contribution to climate change.

Detailed comments:

Support the Ecological Assessment particularly the need for involvement of a licensed bat ecologist and action to deal with nesting birds.

Monitoring should be carried out to ensure that the proposed development has been successful in providing habitat for both birds and bats.

Environment Agency

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

Anglian Water

- 6.42 Comments are made about protection of AW assets, wastewater treatment, foul sewerage, surface water disposal and trade effluent. The surface water strategy/flood risk assessment is acceptable. Conditions are recommended in relation to foul sewerage and surface water disposal.

Ministry of Defence (Air Safeguarding)

- 6.43 No objections.

Cambridgeshire Constabulary (Architectural Liaison Officer)

- 6.44 All entrances beyond main reception and other entry doors (especially those from the basement) should be on card

swipe/key fob. CCTV should be in place covering the basement and circulation areas of the building and in particular cycle parking area.

In terms of crime risk the underground car park and cycle parking for the scheme are issues. More information is needed about how the basement car park is to be secured 'out of normal' operating hours.

There is a problem with cycle crime and cycle parking around the railway station and any open cycle parking in the area will need to be strictly managed and abandoned cycles culled. A notice to the effect that abandoned cycles will be removed should be clearly visible. There are a number of Sheffield Hoops located around the perimeter of the building. During normal offices hours these will be subject to good surveillance but out of hours there will be less opportunity for surveillance.

The secured cycle parking should not be accessible from the top of the car park ramp.

(Note – the applicants have confirmed direct to the ALO that access is secured by swipe card/key fob and CCTV is to be provided. The ALO is satisfied with this explanation).

Cambridgeshire County Council (Archaeology)

- 6.45 In terms of heritage assets with archaeological importance, it is unlikely that further works in this area would add significant new information. An archaeological works condition is not required.

Wilton Terrace is considered to be locally significant and County Archaeology would advise against the demolition of this terrace. Should the Council be minded to grant the application, it is recommended that the buildings be recorded in accordance with English Heritage guidance. The recording should be commissioned and undertaken at the expense of the developer and secured through the inclusion of a condition of planning permission.

Design and Conservation Panel (Meeting of 14 March 2012)

6.46 The conclusions of the Panel meeting were as follows:

In strategic terms, the Panel considers that the new approach is a great improvement. The change in massing, the handling of the frontage at ground level along Station Road and the greater animation of the frontage to the 'anti-chamber' square to the south are welcomed. The 'kit of parts' proposed for the elevations looks promising but further refinement of the design is still needed, as is further examination of the treatment of stair cores at ground level.

VERDICT –

1. The strategy of the massing, the relationship of the stair core with Station Road, the overall strategy for the elevations and the handling of the public realm, **GREEN (5), AMBER (1)**

2. The 'kit of parts' for the elevations, the handling of the elevations at ground level, the design of the 'fins' and other components and the planting of the terraced area, **GREEN (3), AMBER (2)**

The relevant section of the minutes of the panel meeting(s) is attached to this report as Appendix A.

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

7.0 REPRESENTATIONS

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

Daedalus House, 30 Station Road (Operations Manager,
University of Cambridge Investments Office)
3 Ascham Road
22 Brooklands Avenue
17 Christchurch Street
5 Clarendon Road
17 Clarendon Road (x3)
28 Emery Street

33 Glisson Road
61 Highsett, Hills Road
4 Lyndewode Road
33 Lyndewode Road (x2)
62 Mawson Road
70-72 Norwich Street
15 Shelly Garden
10 St Barnabas Court (x3)
4 St Barnabas Road
27 Silverwood Close
9 Tenison Avenue (x3)
13 Tenison Avenue
25 Tenison Avenue
27 Tenison Avenue
2 Vintner Terrace
8 Thomas Christian Way, Bottisham
5 Cambridge Road Girton
20 Hinton Way, Great Shelford

The representations can be summarised as follows:

7.2 *Comments in support*

The building is of visual quality and interest. The Station Road elevation combines variety, articulation and discipline. The cutting back of the ground floor footprint on the southern corner enlivens the public area and is an element that could be repeated elsewhere on the development.

Concerns and objections

7.3 Loss of Existing Buildings

The existing buildings with their architectural heritage and elegant facades should not be demolished.

The existing buildings are more worthy of listing than the Station buildings.

Wilton Terrace is well above average in terms of design and quality for its period and has been designed to relate to the Station.

Demolition of the existing buildings amounts to vandalism against the wishes of residents.

The existing buildings are some of the better features on Station Road. Already the urban landscape of Station Road has deteriorated through poor design, miserable architecture and zero traffic planning.

Loss of welcoming vista along Station Road.

The only aspect of Station Road, which is good, is the Victorian villas.

A terrace of good, sound, attractive buildings is to be demolished and replaced by an ugly building which does not provide an improvement over the previous scheme.

The terrace does not need to be demolished and could be incorporated into the new development.

More imagination and flexibility should be deployed before it is too late.

7.4 The New Buildings

The buildings are still too large in all dimensions particularly height.

The buildings are too large and dominant and will have an adverse impact e.g. Microsoft. The Design and Access statement overlooks the impact of changing the plot boundary.

The buildings will render Station Road a high-rise corridor/wind tunnel far removed from any human scale.

The buildings will have a negative impact on the listed Station and Mill and Station Road. The new Botanic House building is an example of this and permission should not be given for any more overbearing buildings.

The new buildings are not appropriate in Cambridge and should not be supported.

We should not give visitors arriving by train a first impression of a city that is an unrelieved tunnel of brick and glass modernism

The new buildings constitute over development, cause overshadowing and over-crowding.

Other new buildings impinge on the skyline and do not fit in with the character of the surrounding area.

The Microsoft building already takes light from Tenison Road.

The new buildings are more appropriate for Croydon, Basingstoke, Slough, Dubai, Reading, Watford, Woking

Development amounts to a dreadful legacy for the residents of Cambridge.

The majority of residents agree with strong sentiments against the development.

7.5 Other Issues relating to Trees, Amenity and Parking

Several beautiful trees will need to be removed.

The new buildings will have an adverse effect on nearby residents.

The new buildings will have an adverse effect on the outlook from adjacent offices (Daedalus House)

The Woodlands Surgery is 'being mucked about' and both staff and patients are frustrated.

The level of car parking is inadequate.

Has the level of car parking/cycle parking for all staff been properly planned?

The buildings will generate more traffic.

Street cycle racks are not a good idea.

Commercial development is forcing out residential development and residents are not seeing any benefits. The only gains are

for builders, commercial firms and 'the Council and its many departments'.

7.6 Procedural Issues

The previous application was rejected and so should this application.

The application should be refused as a departure from the Outline consent. If the proposals are pursued this should be as part of a new Outline application.

If the current application is agreed then further full applications could be made each on the basis that it is a variation from the Outline consent or future applications could be made as Reserved Matters. Either way the cumulative impact would exceed the overall parameters of the Masterplan.

Either the decision on the application should be deferred until a variation to the Masterplan which adheres to the aggregate parameters is agreed or the City Council should agree with the applicants that no further full applications can be made until a new Masterplan is agreed.

New Environmental Impact Assessment and Traffic Impact Assessments are needed.

The development is argued to be too small to warrant an EIA but it is also argued that it is consistent with the original EIA – this is inconsistent.

Were there to be a sequence of full applications the traffic generation may be small for each but could exceed the current Masterplan limits cumulatively.

7.7 The s106 Agreement

The full application allows restrictions established by the Outline consent to be avoided and sets a precedent.

The s106 will free the developer from the obligations established by the Outline s106 Agreement. Overall funding of provisions and works is diminished e.g. traffic calming.

Given the commercial success of Microsoft the s106 package should be renegotiated for the whole scheme.

The Full application could be a way of avoiding triggering payments under the original s106 Agreement. A new s106 Agreement should be drawn up on the basis that the current application is deemed to be fulfilling the CB1 Masterplan.

7.8 Brooklands Avenue Area Residents Association has made representations as follows:

The application represents over-development in both height and mass.

A separate full application should not have been submitted rather than a Reserved Matters application. If the full application were to be agreed it would create an unwelcome precedent, and might render the original scheme, agreed at outline stage, redundant.

An Environmental Impact Assessment should be required. The application is not a Reserved Matters application: it is a full stand-alone application and must be viewed entirely on its own merits and not with reference to the CB1 Masterplan agreed in outline.

A full Traffic Impact Assessment is also required; as is consideration of other matters such as car parking, open space provision, accessibility to emergency vehicles and waste collection and demolition of existing buildings.

Height of buildings

Both the old Foster's Mill and the Station itself would be adversely affected by the erection of two massive "glass box" office buildings in such close proximity. The Mill is a significant part of the local skyline and the proposal would breach the policy 3/13. It would also dominate the architecturally important and historic station building that has two storeys.

Demolition of existing buildings

We object to the demolition of the present Victorian terrace on the site, and believe that it should be preserved, as

architecturally in keeping with the properties on the other side of Station Road and of the Station itself. In this connection we further note that the houses are designated as “Buildings of Local Interest.” As indicated above, the case for demolition cannot be deemed as having been agreed, since as a full application this has to be considered from scratch, and cannot ride on the back of the Masterplan outline. Indeed there is a strong argument for retaining the properties in the interest of balance with the similar buildings on the north side of Station Road, and thereby preserving important features of this part of the Central Conservation Area.

For all the above reasons we urge the City Council to reject the proposed applications.

7.9 Cambridge Past Present and Future has made representations as follows:

It is recognised that outline planning permission has already been granted but CambridgePPF believes that the City Council should give very serious consideration to the groundswell of public opinion against the demolition of this Victorian terrace.

The determination of the application should be delayed to allow more time for an assessment of the practicality of retention of Wilton Terrace. CambridgePPF believes that the most sensible course for the Council would be to defer the decision on these applications so that more time can be given to explore the practicality of retaining the terrace and the feasibility of incorporating it into the overall design of the CB1 development.

The terrace is recognised by the City Council as comprising 'Buildings of Local Interest', that could be regarded as being a 'Significant Heritage Asset' to the local community and their demolition would be a loss to the heritage value of the locality.

7.10 Cambridge Cycling Campaign has made representations as follows:

The Campaign supports the application in respect of the provision of cycling facilities. We reiterate the comments we submitted in connection with the previous withdrawn application ref. 11/1303/FUL. We noted then with approval (1) that cycle parking is at ground level, (2) there is ample secured and

sheltered provision, and (3) there is an acceptable number of Sheffield stands around the site for visitors and others looking for convenient and probably short term parking.

While there is a small increase in the number of cycle spaces provided, it is disappointing to note that its locations have been changed. About half of the staff cycle parking in the earlier design was in the central space, with access to the front of the buildings, very much more convenient to the front entrances than in the revised design.

Cycle parking can now only be accessed at the rear of the building, with a long walk around, and creating the temptation to walk down the car ramp to take the lift from there. In fact this application greatly impairs staff access to the cycle parking. We urge that the cycle parking location revert to the earlier design.

7.11 Sustrans has made representations as follows:

More information is needed about how users will move between cycle parking and entrances.

There is concern about access to cycle parking over car park ramp and access from this area into the building and between the main cycle park and the building entrance.

Servicing vehicles may block the main cycle park access.

The external cycle parking areas will need to be managed so that they are available to users of the building only.

7.12 David Campbell Bannerman MEP has also made objections, which relate to the loss of 32-38 Station Road. He considers that the loss of these buildings and the new development to be harmful to the Conservation Area. He considers that the existing buildings have a greater value than suggested by the applicants. In his view the level of harm caused by the loss of 32-38 Station Road heavily outweighs the potential gain of amenity.

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

8.0 ASSESSMENT

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

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

Principle of Development

8.2 The application has three key parts demolition of 32-38 Station Road, a realignment of the Southern Access Road (SAR) and the erection of a pair of office buildings. The approved Parameter Plans that form the Masterplan for the Station Area redevelopment include all of these elements and in my view establishes the principle for the development.

Demolition of 32-38 Station Road

8.3 Parameter Plan 1 of the Masterplan indicates 32-38 Station Road as a group of Buildings of Local Interest that are to be demolished. In the report that was considered by Planning Committee in October 2008 the following comment is made about the demolition of these buildings:

‘The applicant has not provided a full justification for the demolition of 32-38 Station Road that will be necessary when an application is made for Conservation Area Consent for its demolition. Clearly Block I2 cannot be developed without removing 32-38 Station Road. The pivotal role that I2 has in the

scheme is considered more fully below but essentially I would conclude that the loss of 32-38 Station Road is justified by the need to increase the density of development across the site in order to achieve the aim of improving the transport interchange. 32-38 Station Road are not worthy of listing and in my view to seek to refuse the masterplan on the grounds that these buildings should be retained alone would be very difficult to substantiate at appeal.'

- 8.4 My views have not changed. The demolition of 32-38 Station Road was thoroughly considered at the Outline Planning stage as part of the Environmental Assessment and in my view, subject to the grant of Conservation Area Consent, the principle of the demolition of 32-38 Station Road is acceptable. I have addressed the issue of demolition in greater depth in the following section 'Impact on Heritage Assets' and in my report for the Conservation Area Consent.
- 8.5 The demolition of 32-38 Station Road will also result in the loss of the doctor's surgery, which occupies part of the building. The loss of such a community facility is contrary to Policy 5/11 of the Local Plan unless the facility is replaced as part of the development, is to be relocated to an equally accessible location or is no longer needed.
- 8.6 There is a continuing need for the surgery and it is not relocated as part of the development therefore the only way in which this policy objection can be overcome is to secure the relocation of the surgery. This was the option that was pursued by the Outline consent and it was secured by the s106 Agreement. I would recommend that the s106 Agreement for this site be similarly worded to secure relocation of the surgery prior to the commencement of 50 Station Road.

Realignment of the Southern Access Road (SAR)

- 8.7 The Outline approval for the Masterplan included approval of access arrangements including the SAR. The SAR was intended to run to the east of Block I2 between Blocks I1 and I2. 50 and 60 Station Road are roughly in the same location as Block I2 and the SAR is to run to the east of them. It will be located slightly further east and on a North/South alignment whereas the previous alignment was NorthNortheast/SouthSouthwest. The realigned SAR will be on

land that was previously going to accommodate Block I1. The principle of the SAR is acceptable because it is in roughly the same location as previously proposed. I have addressed the visual impact and highway safety impact of the realigned SAR in greater depth in the following sections 'Context of site, design and external spaces' and 'Highway Safety' and in my reports for the Non Material Amendment and discharge of Condition 48 of the Outline Planning consent.

The New Office Buildings

- 8.8 The Outline approval for the Masterplan shows Block I2 as an office building with the potential for retail use along the North (Station Road) and East (SAR) elevations. The proposed development accords with this disposition of uses within a pair of buildings that have a larger footprint.
- 8.9 The quantum of development is much greater than for Block I2 because the footprint of the site is larger including land that was previously going to form the SAR and part of the adjacent Block I1. The accommodation schedule for the Masterplan shows an indicative floorspace of 11506 sq m for Block I2 that compares with 16427 sq m now proposed. Whilst it is important to remember that this is a freestanding application the floorspace that is proposed does not exceed the overall office floorspace permitted by the Outline Consent.
- 8.10 In my view the office/retail use and the quantum of floorspace proposed are acceptable in principle. My assessment addresses the impacts of the office development in greater depth.

The Fall Back Position

- 8.11 In considering the principle of development it is also important to have an awareness of the 'fall back position'. In this case if planning permission is refused the applicants could revert to the Outline Planning Permission and bring forward a 'reserved matters' submission. If this submission accorded with the constraints set out by the Parameter Plans including the 75% build out of Block I2 it would be very difficult to justify a refusal. Such an application, if approved would result in the construction of a building of radically different scale to the prevailing character of the Station Area prior in 2008 but one which would

be compatible with the buildings currently under construction. In my view, given the fall back position, it would be sensible to focus consideration on whether the design and appearance of the building is appropriate to its context and not on whether a 9 storey building is acceptable in principle.

Restriction on occupation of office development

- 8.12 Policy 7/2 of the Local Plan permits new office development for occupation by a business that can demonstrate that it provides an essential service for Cambridge as a local or sub-regional centre or exceptionally where there is a proven need for a regional function only. This is sometimes known as a 'local user condition'. The s106 Agreement for the outline application secures such control over the future occupation of office development within the scheme and it is necessary to secure the same arrangement for this proposal. This can be achieved through the s106 Agreement.
- 8.13 In my opinion, the principle of the development is acceptable and in accordance with policies 3/1 and 9/9 of the Cambridge Local Plan 2006.

Context of site, design and external spaces

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

The Masterplan, Parameter Plans and the Design and Access Statement for the Outline application

Footprint of the building in comparison with approved Masterplan

Building Design – Layout

Building Design – Height

Building Design – Elevations and Materials

Building Design – Phasing

External Space – Realignment of the SAR

External Space – Design and Materials

External Space – Tree removal and planting

Nature Conservation

The Masterplan, Parameter Plans and the Design and Access Statement for the Outline application

8.15 The development is not constrained by the approved Parameter Plans in the same way as applications for reserved matters. However in assessing whether or not the design of the building is appropriate for its context it is useful to consider the Parameter Plans and the assumptions that underpin them. The parameter plans set a threshold on matters such as the footprint and height of the blocks as they come forward in their detailed form and the approvals of the parameter plans were predicated on the assumption that buildings of such height and mass would be acceptable in the context of the site.

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

- PP3 Building Layout (+ maximum balcony/canopy overhang 1.5m)
- PP4 Building and Ground Conditions (building height (maximum height of occupied floorspace + maximum plant/lift motor rooms 2 m), building height above proposed ground level, proposed ground level (+/- 0.5m tolerance), existing ground level and proposed ground floor setback)
- PP6 Public Realm and Open Space

The Design and Access Statement that was submitted to support the Outline application informed these Parameter Plans.

8.17 Block I2 that is approved for this part of the Masterplan was always intended to be the largest new block in the scheme. In the report that was considered by Planning Committee in October 2008 the following comment is made about Block I2:

'Part of the argument in favour of a tall building on Block I2 is that in order to fulfil the key aim of providing for a high quality transport interchange a certain level of development will need to be brought forward to fund such a facility. Insurmountable constraints in terms of the setting of the listed Station buildings, the Mill and Silo, the desire to create a civic space in front of the Station surrounded by buildings of an appropriate scale to the space with fixed parapet height and the proximity of development of a domestic scale at the edges of the site lead to the only conclusion that if a tall building is to go anywhere it can only be accommodated on the site of Block I2.'

- 8.18 At the time of the Outline consent concerns were expressed about the impact, which a building that extended to the maximum parameter plan envelope could have on the site context. For this reason the maximum floor area of the block was set at 75% of the block as a whole. The Design and Access Statement set out how such a volume may be brought forward for example by providing two linked blocks with a full height atrium.
- 8.19 The architects for 50 and 60 Station Road have revisited the Design and Access Statement. In particular they have considered massing, rhythm, height and articulation. The pair of buildings that is proposed reflects the two linked buildings massing option that was set out the Design and Access Statement. The rhythm of building volumes and open spaces along Station Road is also respected and the pair of buildings is set forward in the street that was another key requirement of the original Design and Access Statement.
- 8.20 60 Station Road is one storey higher than 50 Station Road that supports the principle established by the Masterplan that building height should increase along Station Road and culminate in this location. The assumption that Block I2 would only be built out to 75% of its potential development envelope also means that the building needs to be strongly articulated to reduce its mass. The proposed buildings have achieved this and I explain this in more detail below.
- 8.21 The applicants have clearly considered the key elements of the original Design and Access Statement for this part of the Station Area Development. In general the principles of the Design and Access Statement have been respected. The main difference

between the approved Parameter Plans and the development that is being brought forward is the extent of the footprint of the block.

Footprint of the building in comparison with approved Masterplan

- 8.22 A plan has been provided which shows the maximum approved footprint of Blocks I1 and I2 and the approved alignment of the SAR overlaid on the current scheme. This plan shows that the western edge of the SAR is to be relocated between 11 m and 19 m to the east. The eastern elevation of the new building is positioned between 11 m and 16 m beyond the eastern edge of Block I2 as approved. On the Station Road frontage the proposed buildings are 11 m or 20% wider than the approved Block I2 and to the rear 16 m or 30% wider.
- 8.23 The footprint of the pair of buildings is much greater than the approved maximum footprint for Block I2. However the detailed design of the buildings reduces their visual impact significantly.

Building Design – Layout

- 8.24 The pair of buildings presents a frontage to Station Road 56 m wide. From second floor level upwards there is a 9 m wide gap between the two buildings and the floor plans for each block are rectangular. At ground and first floor levels the main part of each building is set back approximately 6 m under a colonnade. Within the colonnade are two double height glazed projections that serve as reception areas. Between the two buildings at first floor level is a glazed 'pod' that is accessible from both buildings and could serve as a meeting space. The stair core serving 60 Station Road projects from the Northeast corner of the building at Station Road/SAR.
- 8.25 A retail space is accommodated in the Southeast Corner of 60 Station Road. It is also set back under a colonnade by approximately 2.8 m facing the SAR and between 2 m and 5.8 m to the rear facing the public square. The south eastern corner of the building is chamfered under this double height colonnade and the southern elevation at ground and first floor level is set at an angle. An access road wraps around the rear of the building serving the basement car park, cycle store and servicing area.

8.26 The layout of the building at ground and first floor level is highly articulated i.e. it is not a simple ‘boxlike’ structure. The double height colonnade and the ‘cutting back’ of the south elevation help to give the building a ‘human scale’ on the street and significantly reduce its mass and bulk at the lower levels; in my view the design is appropriate to its context in this regard. The street frontage of the building is greater than that envisaged when Block I2 was under consideration but given the degree of articulation and the success of the gap between the two buildings in my view this is an acceptable deviation from the Masterplan.

Building Design – Height

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

Table – Comparison between approved Parameter Plans and Proposed Development		
	60 Station Road	50 Station Road
Parameter Plan Height occupied floorspace	34.1m	34.1m
Parameter Plan Height including Plant/Lift Overrun	36.1m	36.1m
Proposed Height occupied floorspace	32.4m	28.5m
Proposed Height including Plant/Lift Overrun	36.1m	32.4m
Proposed Height to Parapet	32.8m	29m

Proposed Height to Stair Tower	35.4	n/a
Proposed Top Floor Set Back North elevation/Station Road 9 (excluding stair tower)	4.6m	4.6m
Proposed Top Floor Set Back South elevation/Public Square (excluding stair core)	4.6m	4.6m

- 8.28 The table demonstrates that both buildings sit within the parameters for the maximum height of Block I2. 60 Station Road is proposed to be one storey taller than 50 Station Road at 9 storeys plus roof plant. I share the views of the Urban Design and Conservation Team that this is the correct approach and that it is an advantage over the earlier (2011) scheme for the site. 60 needs to be a more dominant structure to meet the vision of the Masterplan which is to have increasing building heights along the south side of Station Road culminating at this point.
- 8.29 The stair tower on the north eastern corner of number 60 further emphasises the visual importance of this building and provides a highly appropriate visual end stop for the access on the opposite side of Station Road. Number 50 is subservient in terms of height and this combined with the absence of any projecting stair tower reduces the visual impact of number 50 in relation to number 60 on Station Road.
- 8.30 To the south the height differential also works well. The taller number 60 will sit opposite the tallest block in the Blue Phase at 22.5m forming the south and north sides of a new public space. Number 50, at its lower height will sit more comfortably with the existing block on Warren Close.

- 8.31 I have no objections to the approach that has been adopted to building height. Both buildings will sit well with other building in this part of the Masterplan.

Building Design – Elevations and Materials

- 8.32 The treatment of the elevations and the material are very similar for the two buildings. The predominant material is reconstituted stone which is used to set up a grid which wraps around both buildings. Glazing is set back behind the stone grid and at roof level where the building is set back zinc panels and glazing is used.

Station Road

- 8.33 The Station Road elevation is crucial in marking the arrival point for the building and addressing what is the most important street in the Masterplan Area. The stair tower to number 60 is a deliberately dominant feature and will have a significant impact on the streetscene. It will be finished in natural stone and glazing which will allow views into the internal staircase. The stair tower projects from the front of the building on a triangular footprint and will be visible to users of Station Road traveling east or west. It will provide a good visual termination for the linear open space on the south side of Station Road and the access road opposite.
- 8.34 The colonnade allows the buildings to be set back from the street at ground and first floor level but the solidity is maintained internally so that the buildings ‘meet the street’ and an appropriate base is provided. The Addendum to the Design and Access Statement explains how the solid element behind the reception area would work. The Urban Design and Conservation Team are satisfied with the revised details.
- 8.35 The first floor pod that projects out from between the two buildings sits on a concrete slab and is fully glazed; it has a ‘green’ roof. The glazed upper floors behind the stone grid provide an appropriate ‘middle’ section for the building and are reminiscent of the Deity buildings to the west. The double height grid on the upper floors below parapet level invigorates the facade and helps to reduce the mass and bulk to the buildings.

8.36 At roof level the set back reduces the impact of the uppermost floors. The Urban Design and Conservation Team raised concerns in relation to the appearance of the plant room. In response the architects have revised the plans to ensure that the plant room is reduced in scale and has a form and design that works well with the lower floors. The views that are included in the addendum to the Design and Access Statement demonstrate that the appearance of the plant room is radically reduced and the façade treatment and stair tower dominate the Station Road elevation. The Urban Design and Conservation Team are satisfied with the revised plans.

Elevations to Public Space/SAR/Warren Close Access Road

8.37 These elevations of the buildings are more subtle than the Station Road elevation. 60 Station Road retains its two-storey colonnade to the south but 50 Station Road does not. This approach is appropriate because the cycle store is located to the south of 50 Station Road. The gap between the two buildings is maintained above ground floor level and access is provided to the ramp serving the underground car park and the cycle parking area at ground/semi basement level.

8.38 The elevation to the SAR includes the projecting stair tower, which is glazed to allow full view of the stairs, and the colonnade continues along this elevation. The principle of the stone grid is followed but the vertical spacing becomes tighter at the northern end to reflect the internal arrangements of the building. The same method is employed on the west elevation of 50 Station Road where it faces the Warren Close access road to accommodate the stair core, which is a much less dominant feature on this building. There is no colonnade on the western side where the building sits flush with the pavement.

8.39 In my view the treatment of the elevations and the choice of materials are very successful. The elevational treatment will reduce the scale of what was always to be a significant building in the Masterplan and the materials reflect the need to produce buildings of high quality as part of the redevelopment of this area.

Building Design – Phasing

- 8.40 The pair of buildings has been designed so that they can either be built together or as two separate phases. The applicant explains in the Design and Access Statement that this assists in the viability of the development. It is likely that Number 60 would come forward first because it occupies a site that is currently vacant. The Design and Access Statement illustrates what the streetscene would be like if only Number 60 is built. Although there is a great disparity between the proposed height of Number 60 and the existing height of 32-38 Station Road this is not uncommon in this area of Major Change. I do not think that there is any justification for requiring that the development be carried out as one project or that this can be controlled.

External Space – Realignment of the SAR

- 8.41 The realignment of the SAR is not significant in itself but it does introduce changes to the external environment around the proposed buildings and the wider Masterplan. The SAR previously had an alignment that formed part of a wider grid of routes through the site to the rear of the blocks fronting the Station Square and the Bus Interchange. The function of this route is unchanged by the realignment but the visual impact is altered. Instead of forming a crossroad with the access running to the North side of Station Road the SAR is off set and the stair tower to Number 60 closes the vista. The grid of routes through the area was considered to be of importance to the Masterplan but I do not think it was given such a degree of importance that it is sacrosanct. The realignment of the SAR is crucial to the delivery of the development on this site and in my view should be supported.

External Space – Design and Materials

- 8.42 The development delivers the SAR and completes another part of the public square to the south. The SAR will be surfaced in asphalt with red granite setts to mark the junction and the entry into the public square. This treatment continues into the servicing space and entry to the car park/cycle park. The public square and the hard surfaced areas around the building will be finished in paving slabs to match the hard surfacing elsewhere on CB1.

8.43 There are six types of planted area in and around the building:

Tree planting to the Station Road and SAR frontages (see below)

A Green Roof on the projecting pod to the Station Road frontage

Sedum roofs on the cycle shelter

Pleached lime trees on the wall to the service area

An elevated terrace garden over the Car Park ramp to the south.

A roof terrace on the top floor of each building

The details of these planting areas are set out in the Landscape Proposals document. Both the terrace areas are accessible to people occupying the buildings.

8.44 On street cycle parking is accommodated on the Station Road and SAR frontage. The revised plans reduce the amount of parking to Station Road, which I think is appropriate given that this is the entrance to the buildings and needs to be unobstructed physically and visually. There are still a large number of on street cycle space alongside the SAR. This parking extends 29 metres along the SAR with no breaks to allow for crossing the road. I have asked the applicant to reconsider this arrangement and will report back on the Amendment Sheet or orally at the meeting.

External Space – Tree removal and planting

8.45 There are existing trees in front of and behind 32-38 Station Road which will all be removed as part of the development. Agreement in principle to the removal of these trees was given as part of the Outline Planning permission.

8.46 New trees are to be planted as part of the development in the form of five small leaved lime trees on the Station Road frontage and four pear trees on the SAR. The lime trees have an ultimate height and spread of 10 m by 4.5 m and the pear trees 8 m by 3 m.

Nature Conservation

8.47 The Ecology report that supports the application refers to the wider scheme for ecological mitigation that has already been

agreed in relation to the wider development. The contribution that this site is to make is in terms of tree and shrub planting, features such as kestrel boxes and bat tubes are proposed on adjacent buildings. The additional information that has been submitted clarifies this point and both the City Council's Nature Conservation Officer and Natural England support this approach.

Conclusion - Context of site, design and external spaces

8.48 Officers have worked hard with the architects and landscape consultants to address the concerns raised in relation to the earlier (2011) application. In my view this work has been fruitful and the revised plans show that the building will be of a very high quality, which is crucial for this part of the Masterplan. The well articulated frontage to Station Road would not appear dominant and overbearing as suggested by some of the comments made by third party representations. The projecting stair core will provide a focal point on Station Road and the building, as a whole will portray a very positive image to anyone visiting the City for the first time in my view.

I am concerned by the comments made that the building is not suitable for Cambridge and would be more at home in other cities/towns. I feel that this stems from a lack of understanding about the detailed design of the buildings and the way in which the materials will work together. I have requested a model from the applicants and this will be available at Committee to aid understanding of these two issues.

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

Impact on Heritage Assets

8.50 The application is supported by a Heritage Statement as required by paragraph 128 of the National Planning Policy Framework (NPPF). Officers in the Urban Design and Conservation Team have not raised any concerns about this analysis and support the scheme subject to the imposition of planning conditions to address matters of detail.

8.51 The applicants have correctly identified the heritage assets that are affected by the development as 32-38 Station Road which

are Buildings of Local Interest (BLIs) and the Conservation Area including the Station and associated buildings, the villas on the north side of Station Road and the Mill. The NPPF includes buildings that are locally listed in the definition of a heritage asset.

- 8.52 The significance of 32-38 Station Road has been assessed using the NPPF and English Heritage's document Conservation Principles, Policies and Guidance 2008. The aspects of moderate significance have been identified as the evidential value as an example of a late Victorian terrace, which has been the subject of removal of some features of interest and the aesthetic value of the front elevation. Aspects of low significance included the historical value, communal value, the south/east/west elevations, the interior and the setting. No elements of high significance were recognised. The level of significance of this part of the Conservation Area is considered by the applicant to be moderate. This is because 32-38 Station makes a moderate contribution to the character.
- 8.53 The demolition of 32-38 Station Road is addressed in some detail in my report about the application for Conservation Area Consent (CAC). That report concludes that the CAC should be supported provided that the replacement buildings are an appropriate replacement that will enhance the Conservation Area.
- 8.54 The Senior Conservation Officer's view on the CAC is as follows:
- 'The loss of BLIs in a prominent location in the CA is always a matter for regret and the policies at national & local level are against such a loss except in cases where there is a demonstrable benefit to be derived. In this case, the decision makers who granted outline permission for the 'masterplan' were aware of the presumed demolition and assessed it to be worthwhile. All the discussions about the replacement building were predicated on the design having to be assessed as of suitable quality to meet the policy 'tests'.'
- 8.55 I am convinced that the new office buildings will be a positive asset to the Conservation Area. The Design and Conservation Panel, English Heritage and the Urban Design and

Conservation Team share my view. These views provide the necessary justification for the demolition of 32-38 Station Road.

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

Public Art

- 8.57 The application does not bring forward any detailed proposals for public art. It is anticipated that this will be secured via the s106 Agreement that will require the submission and approval of a Public Art Delivery Plan. In my view this is an appropriate way forward. I would normally expect a development of this scale to include public art proposals within the planning application, however in this case I do not think this is essential.
- 8.58 Although the application is a 'freestanding' full planning application in my view public art must be considered in the wider CB1 Masterplan context. The applicants are happy with this approach. A CB1 Public Art Strategy has already been agreed and pre-submission discussions have commenced on a proposal for public art in Station Road. It seems sensible to me that this site should be part of that proposal and this can be secured via Public Art Delivery Plan.
- 8.59 Subject to the submission and approval of a Public Art Delivery Plan, in my opinion the proposal is compliant with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and 9/8 and Cambridge Local Plan (2006) policies 3/7 and 10/1 and the Public Art SPD 2010

Renewable energy and sustainability

- 8.60 The application is supported by an Energy and Sustainability Statement and BREEAM Pre-Assessment. A Sustainable Development Checklist has also been completed. Both the Senior Sustainability Officer and the Sustainable Drainage Officer have been working closely with the applicant's consultants.
- 8.61 The Energy and Sustainability Statement and the further information submitted by the applicants indicate that the emphasis of their approach has been through passive design

such as improved building fabric and external shading. The Senior Sustainability Officer is satisfied with this approach and accepts that the development is not strictly compliant with Policy 8/16. The approach to meeting BREEAM 'excellent' and the overall levels of carbon reduction being achieved are fully supported.

- 8.62 I have encouraged the applicants to give further consideration to the use of photovoltaic panels and will report back on the Amendment Sheet or orally at the meeting.
- 8.63 The development is within an Area of Major Change within with SUDS should be investigated. The Sustainable Drainage Officer does not raise objections to the approach adopted by the drainage engineers but further work is needed. I have recommended conditions to capture the need for this.
- 8.64 In my opinion the applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with the Sustainable Design and Construction SPD 2007.

Disabled access

- 8.65 The Design and Access Statement does not address the question of disabled access in any great depth. However the Access Officer has no objections. He has raised a few issues that can be dealt with by conditions/informatives.
- 8.66 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12.

Residential Amenity

Impact on amenity of neighbouring occupiers

Warren Close

- 8.67 The closest residential units are the flats on Warren Close development to the south of the site of 50 Station Road. A single block accommodates numbers 130 to 153 Warren Close. This block sits approximately 9 metres off the site boundary at its closest point and will be 21 metres from the main body of the office building. Car parking which serves the flats sits adjacent

to the boundary. The flat block is 6 storeys high and therefore not an insubstantial building in itself but 50 Station Road will be two storeys higher plus roof plant. The principle outlook from the flats is toward the open space to the south but there are some secondary windows and the stair core on the north elevation facing the application site.

- 8.68 The new buildings will sit to the north of the existing flat block, which means the flats will overshadow the offices and not the other way around. The key residential impacts therefore arise from overlooking, increased sense of enclosure, loss of privacy and noise and disturbance.

Overlooking and loss of privacy

- 8.69 There is potential for overlooking or interlooking between the offices and the flats but the impact of this is reduced significantly by the size and secondary nature of window on the north side of the flats. The only internal space that will be overlooked is the stair core and externally the car park. I do not consider that this will be an adverse impact and could be argued as a benefit in terms of natural surveillance.

Increased sense of enclosure

- 8.70 The relative scale of the buildings will lead to an increased feeling of enclosure particularly in the car park area serving the flats. However this is more than compensated for by the larger public space that will be provided to the northeast.

Noise and disturbance

- 8.71 The location of the access to the car park and the cycle park may generate additional noise to the north of the flats but in my view the level of disturbance unlikely to be significant. The Environmental Health Officer (EHO) has recommended conditions relating to construction activities, opening times, plant noise and odour that I have included in my recommendation.
- 8.72 The other flats within Warren Close will be further away from the development and will not be significantly affected once the buildings are completed. It is worth noting that no

representations have been received from residents of Warren Close.

CB1 Blue Phase

- 8.73 This phase of the CB1 development is currently under construction to the south of the application site. Block L1 is the closest to the site. It will be located 15 metres from the site boundary and there will be a minimum building-to-building distance of 30 metres. The space between Block L1 and 60 Station Road will form the new public space between the Park and the Station Square.
- 8.74 Block L1 is a substantial building at 7 storeys but 60 Station Road will be two storeys higher plus roof plant. The orientation is favourable in terms of overshadowing and the impacts on residential amenity will be similar to those described in relation to the Warren Close flats. The key difference is that some flats in Block L1 have a principal outlook toward the new offices; however the potential overlooking impact is mitigated to some degree by the separation distance of 30 metres.
- 8.75 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2006) policies 3/4 and 3/7.

Refuse Arrangements

- 8.76 Space for storage of waste is provided in the basement and a collection point is identified adjacent to the service bay. The EHO is content with this arrangement subject to a condition to secure the detailed arrangements. The Waste Management Strategy that has been submitted references the RECAP Waste Management Design Guide.
- 8.77 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12 and conforms to the RECAP Waste Management Design Guide.

Other environmental impacts

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

- Construction Phase Impacts – these can be addressed by the imposition of a condition to require the submission and approval of a Construction Method Statement. I can see no reason why this should not be related to the Construction Environmental Management Plan that has been agreed for the wider site.
- Road traffic noise – I have recommended a condition that will enable suitable glazing to be installed to address this issue.
- Plant noise – I have recommended a condition to secure details of plant to protect the amenity of neighbours.
- Odour – the occupier of the retail/café area is not yet known and I have recommended a condition to secure odour controls should this prove necessary.
- Opening Times – I have recommended a condition that restricts opening times and deliveries to the retail/café/office uses.
- Air Quality – the EHO is satisfied that the level of car parking is such that it will not have an adverse impact on air quality.
- Contaminated land – the eastern part of the site (60 Station Road) has been adequately assessed but a condition is required to address the western part (50 Station Road).

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

Transport Impact

- 8.80 The application is supported by a Transport Assessment (TA) that has been carried out under the guidance of the County Council. The TA addresses the existing conditions, the proposed development, trip generation and assignment and junction capacity. It concludes that the impact of additional traffic will have a minimal effect on the operation of the Station Road/Tenison Road and Hills Road/Station Road junctions. It also asserts that the proposed traffic is likely to replace outgoing traffic from the existing development and that there will be a reduction in traffic on Station Road arising from fewer bus movements.
- 8.81 The County Council have reviewed the TA and have not raised any concerns about the conclusions that have been reached.
- 8.82 The s106 Agreement associated with the Outline planning consent required improvements to the Hills Road/Station Road junction prior to the commencement of occupation of the Red Phase of the development. The application site is within the Red Phase but its occupation will not automatically trigger the junction improvements because it would be a freestanding permission. Given that this trigger was regarded as an appropriate timescale for the impact of the CB1 development to begin to affect the use of the junction it is my view that it would be reasonable to link the occupation of 50 or 60 Station Road to the completion of the improvement works via the s106 Agreement.
- 8.83 In a similar way the s106 Agreement associated with the Outline planning consent allowed commuted payments towards SCATP and the CGB to be deferred from the first/Yellow Phase to the Red Phase. This was to reduce the burden of commuted payments in addition to payments to Network Rail for improvements to the Station. Although the development of 50 and 60 would not automatically trigger the payment of these deferred sums it is appropriate to secure them via the s106 Agreement on the basis that the trigger point of the commencement of the Red Phase has effectively been reached. The applicant is happy with this approach.
- 8.84 The applicants have provided a detailed study of the floorspace proposed against floorspace permitted and have taken the

deferred payments into account. This results in a contribution towards SCATP of £221, 181 and CGB of £785,022. I have set out below a comparison between this figure and that required via the Outline s106 for Block I2 only in my section on Planning Obligations.

- 8.85 In my view the works to the junction and the commuted payments towards SCATP and CGB adequately address the transport impacts of the development. In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/2, 9/9 and 10/1.

Highway Safety

- 8.86 The application includes the realignment of the Southern Access Road and the detailed access arrangement for the building. The Highway Authority has raised no objection to these details on the grounds of highway safety. However the volume of traffic generated by the development, in conjunction with anticipated additional traffic from the wider development triggers the need for improvements to be made to the Hills Road/Station Road junction. These improvements will need to be secured via the s106 Agreement.
- 8.87 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

Car and Cycle Parking

Car Parking

- 8.88 A total of 60 car parking spaces are provided in the basement including six spaces that are large enough for use by disabled people. The potential for a phased development has been addressed by the design which allows the car park ramp and 30 spaces to be provided in the first phase for 60 Station Road and a further 30 spaces for 50 Station Road when it is completed.
- 8.89 The adopted car parking standards allow for a maximum of one car parking space per 100 m² of office floorspace and disabled parking only for retail uses. By application of these standards a maximum of 164 car parking spaces could be provided. The level of provision is much lower than this maximum. In my view

this is appropriate given the highly accessible nature of the site by non-car modes and the low level of air quality.

8.90 The applicant has clarified the size of car parking spaces and aisle widths. The size of spaces is compatible with other development in the wider site and the fact that the car parking will be managed and allocated means that the size of spaces can be reduced. The Highways Authority officer still maintains some concerns about the size of spaces. Whilst I can understand his view I accept the applicant's argument that the car parking is in a managed and controlled space.

8.91 The Highway Authority officer has raised the issue of the potential adverse impact of overspill parking in adjacent residential areas. Residents also raised concerns about the potential for this at the Development Control Forum.

8.92 This issue was addressed in the s106 Agreement for the Outline consent via a car parking survey. I would recommend that a similar requirement be included in the s106 Agreement for this application. This will require a pre and post development parking survey to be carried out and mitigation measures in the form of a Residents Parking Zone put into place if that is the wish of residents. In my view this is an appropriate way to tackle what I recognise as a significant area of concern for residents and is consistent with the Outline consent.

8.93 I have recommended a condition to ensure that disabled parking spaces are made available to those who need them.

Cycle Parking

8.94 The application has been revised so that a total of 576 cycle parking spaces are located in and around the building. 26 spaces are to be allocated for use by the retail units and the remainder (550) will be available for the offices. Application of the adopted cycle parking standards indicates that up to 27 spaces should be provided for use by the retail units and 260 spaces for 50 Station Road and 287 spaces for 60 Station Road a total of 547 cycle spaces. The cycle parking provision accords with planning policy in terms of overall numbers. I have recommended a condition that addresses the issue of phasing of the development.

8.95 The cycle parking as revised delivers cycle parking in four ways:

- Ground level cycle parking on Sheffield stands between the office buildings (60 spaces)
- Ground level parking on double stackers in a cycle store to the rear of 50 Station Road (212 spaces)
- Basement/lower level parking under the cycle store behind 50 Station Road (176 spaces)
- 128 spaces on Sheffield stands adjacent to Station Road, the Southern Access Road and to rear of 60 Station Road.

8.96 I support the concept of a mix of types of cycle parking (67% double stackers/33% Sheffield stands). In order to accommodate the number of cycle spaces needed the revised plans have introduced a basement and increased the amount of double stackers. The proportion of upper level cycle spaces is 34% with ground level i.e. Sheffield and lower level on the stacked spaces is 66%. This does not compare favourably with the approved Microsoft scheme where a 25% proportion of upper level spaces were negotiated. I have asked the applicant to review cycle parking provision again and will report back on the Amendment Sheet or orally at the meeting.

8.97 22% of cycle parking is on street. This has a visual impact that I have addressed above and is challenging in terms of availability for use by the occupiers of the development and their visitors. I have raised this issue with the applicants and their response is that the CB1 'estate' will be a managed environment and they consider the occupiers of the building and the Management Company will be able to control the use of cycle parking spaces. They have submitted a Cycle Parking Management Plan that details how this will work.

8.98 The Cycle Parking Management Plan includes a cycle parking management strategy, which will consist of the following:

- Discreet signage on the stands to deter authorised use

- Allocation of a space on arrival for visitors
- Active surveillance of cycle parking
- Registration of cycles used by staff and the issue of a Bicycle Permit to be displayed on the cycle
- Requests for immediate removal of unauthorised cycle by concierge
- Removal of unauthorised cycles within 24 hours of two written warnings.

A similar system currently operates at the Mott MacDonald Offices on Station Road. In my view this level of control is acceptable and will ensure that cycle parking space is available for authorised users only. I have recommended a condition to secure compliance with the Cycle Parking Management Plan.

8.99 The applicants have also revised the Travel Plan to address the concerns raised by the Cycling and Walking Officer. This document sets out how users of the buildings will be encouraged to use non-car modes of transport. The implementation of the Travel Plan needs to be secured by the s106 Agreement and secured by condition.

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

Third Party Representations

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

Issue	Reference
Loss of Existing Buildings	Impact on Heritage Assets
The New Buildings	Context of site, design and external spaces
Other Issues relating to Trees, Amenity and Parking	Context of site, design and external spaces Residential amenity

	Car and cycle parking
Loss of outlook from Daedalus House	The impact of new development on the occupation of offices is not as sensitive as the impact on residents. In this case Daedalus House is separated from the site by the Warren Close access and is itself to be replaced as part of the wider redevelopment.

Third party representations also raise concerns about procedural issues and the s106 Agreement.

Procedural Issues

8.102 *The previous application was rejected and so should this application.*

The previous application was withdrawn and therefore has very little weight in the determination of the current application.

8.103 *The application should be refused as a departure from the Outline consent. If the proposals are pursued this should be as part of a new Outline application.*

The application is for full planning permission and must be decided on its own merits. The fact that it is a departure from the Masterplan is not a material consideration or grounds for refusal because the Masterplan does not have any status as planning policy or a guidance document.

The Planning Authority has no power to insist that a new Outline application be submitted.

8.104 *If the current application is agreed then further full applications could be made each on the basis that it is a variation from the Outline consent or future applications could be made as Reserved Matters. Either way the cumulative impact would exceed the overall parameters of the Masterplan.*

Were there to be a sequence of full applications the traffic generation may be small for each but could exceed the current Masterplan limits cumulatively.

If further full planning applications are made the Planning Authority must determine them. There is a potential for the overall parameters of the Masterplan to be exceeded in such a scenario but cumulative impact would be a material consideration.

8.105 *Either the decision on the application should be deferred until a variation to the Masterplan which adheres to the aggregate parameters is agreed or the City Council should agree with the applicants that no further full applications can be made until a new Masterplan is agreed.*

The Planning Authority has no powers to do this. There are no grounds to defer making a decision on the application in my view or for resisting any further full applications.

8.106 *New Environmental Impact Assessment and Traffic Impact Assessments are needed.*

The applicants have requested a Screening Opinion under the Environmental Impact Regulations to establish whether an Environmental Impact Assessment (EIA) is needed. This is supported by a Legal Opinion by a leading Counsel in this field. The response to the Screening Opinion has been published and the conclusion is that an EIA cannot be required because the development is below the threshold set by the regulations.

A Transport Assessment has been carried out that has been reviewed by the County Council Transport team.

8.107 *The development is argued to be too small to warrant an EIA but it is also argued that it is consistent with the original EIA – this is inconsistent.*

The Counsel's advice provided by the applicants concludes that the Planning Authority cannot lawfully require an EIA and the Council's legal officers support this view. I acknowledge the inconsistency in the applicant's submission and have regarded

reference to the original EIA as a matter of fact but which does not have a bearing on the outcome of this application.

8.108 *The determination of the application should be delayed to allow more time for an assessment of the practicality of retention of Wilton Terrace*

I do not consider that this is a justifiable reason to delay the determination of either the planning application or the application for Conservation Area Consent. The applicants have been working for some time on a scheme that is predicated on the removal of the terrace and this is supported by the Parameter Plans. It is interesting to note that 125 Hills Road is a Building of Local Interest, which, during the determination of the Outline consent, was 'saved' from demolition and is indicated on the Parameter Plan as to be retained. This building has been successfully integrated into Block M6. In my view if it was felt that 32-38 Station Road should also be retained and integrated into the development then this should have been secured as the Outline Planning stage.

The s106 Agreement

8.109 *The full application allows restrictions established by the Outline consent to be avoided and sets a precedent.*

The s106 will free the developer from the obligations established by the Outline s106 Agreement. Overall funding of provisions and works is diminished e.g. traffic calming.

The Full application could be a way of avoiding triggering payments under the original s106 Agreement. A new s106 Agreement should be drawn up on the basis that the current application is deemed to be fulfilling the CB1 Masterplan.

The impact of this development needs to be mitigated in the same way as the Outline application. I have set out in the following section the mitigation measures that will be secured via the s106 Agreement which are the same as for the Outline application for this block. I have ensured that no mitigation measures are 'avoided'.

The commencement of the Red Phase of the CB1 development within which this site primarily falls triggers payments towards the Southern Corridor Area Transport Plan (SCATP) and the Cambridge Guided Bus (CGB) both for the Red Phase and payments that were deferred from the earlier Yellow Phase (student accommodation). The applicants have given a commitment to make these deferred payments in addition to those required in connection with the development of 50/60 Station Road.

It is proposed that the s106 Agreement includes a paragraph that effectively removes the requirement for the applicant to make payments in accordance with the original s106 when building works commence. This is to avoid double counting and is entirely reasonable in my view. It does not mean that the applicant is seeking to avoid the obligations laid down in the s106 Agreement associated with the Outline consent.

8.110 *Given the commercial success of Microsoft the s106 package should be renegotiated for the whole scheme.*

The application relates to 50/60 Station Road only and does not open up the opportunity to renegotiate the s106 package as a whole.

Planning Obligations

Community Infrastructure Levy Regulations 2010

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

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

8.112 In bringing forward my recommendations in relation to the Planning Obligation for this development I have considered

these requirements. The Planning Obligation Strategy (2010) provides a framework for expenditure of financial contributions collected through planning obligations. The Affordable Housing Supplementary Planning Document 2008 provides guidance in terms of the provision of affordable housing and the Public Art Supplementary Planning Document 2010 addresses requirements in relation to public art (amend/delete as applicable). The applicants have indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Strategy and relevant Supplementary Planning Documents. The proposed development triggers the requirement for the following community infrastructure:

S106 Agreement relating to the Outline Planning Consent

8.113 Although this is a full planning application that would result in the grant of a freestanding planning permission, it is my view that an understanding of the s106 Agreement for the Outline consent remains important. 50/60 Station Road will be constructed on the site of what would have been Block I2 and part of Block I1. Block I2 falls within the Red phase of the development and Block I1 in the Green phase.

8.114 The implementation of development in the Red Phase e.g. Block I2 would trigger the following commuted payments/infrastructure under the Outline consent:

- Submission and approval of the Public Art Delivery Plan for the Red Phase.
- Local User condition restriction
- Relocation Strategy for Woodlands Surgery
- Hills Road/Station Road junction works
- Sub-phase payments towards SCATP and CGB including deferred payments
- Agreement of Travel Plan Co-ordinator and Travel Plan

8.115 The implementation of development in the Green Phase e.g. Block I1 would trigger the following commuted payments/infrastructure under the Outline consent:

- Submission and approval of the Public Art Delivery Plan for the Green Phase
- Local User condition restriction

- Scheme for Station Square including a Management Plan
- Sub-phase payments towards SCATP and CGB
- Submission of details of the Northern Access Road
- Agreement of Travel Plan Co-ordinator and Travel Plan

8.116 The mitigation measures that are identified for the Red Phase are capable of being secured via the section 106 Agreement for 50/60 Station Road for the reasons that I have set out in my Assessment. Only a small part of the Green Phase falls within the application site and development of this site does not preclude development within Block I1. Under these circumstances I think it would be unreasonable to expect this development to comply with the requirements for the Green Phase. However I can report that officers are currently in pre-application discussions about both the Northern Access Road and the Station Square and it is anticipated that both projects will be the subject of planning applications later in the year.

Transport

8.117 The applicants have brought forward contributions towards the SCATP and CGB as part of the application. The s106 for the Outline Planning consent required the payment towards SCATP and CGB on commencement of Block I2, which is identified as Part C of the Red Phase for the purposes of the s106 Agreement only.

8.118 The following table sets out the commuted payments that are due under the Outline Planning Permission in all three sub phases of the Red Phase. These figures include payments of £261,093 for SCATP and £926,604 for CGB that were deferred from the Yellow Phase and the contributions that arise from the development of the Red Phase (SCATP £223,483 and CGB £793,126) a total of £2,204,306* for these transport impact mitigation measures.

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

Red Sub Phase	SCATP contribution	CGB contribution
Part A (J1/J2)	£184,119	£653,497
Part B (J3/J4)	£129,363	£459,168
Part C (I2)	£171,055	£607,066
Total	£484,537	£1,719,731
Overall Total		£2,204,268

* From Committee Report November 2009

**From s106 and subject to minor adjustment (£38)

8.119 The commuted sums that have been brought forward in connection with 50/60 Station Road have been increased to take account of the increased floorspace and the following payments will be made on commencement of each phase of the development:

Table - SCATP/CGB Contributions as offered by applicants in respect of 50/60 Station Road

Phase	SCATP contribution	CGB contribution
50 Station Road	£104,424	£370,625
60 Station Road	£116,757	£414,397
Total	£221,181	£785,022
Overall Total		£1,006,203
Total for Red Phase including Part A and Part B		£2,432,350

8.120 A comparison between the two tables demonstrates that the contributions that have been brought forward for 50/60 Station Road are compatible with those set out in the s106 for Block I2. The contributions include the deferred payments from Yellow Phase and take account of the increase in floorspace. It can

also be demonstrated that if other parts of the Red Phase come forward as planned the total contribution toward transport mitigation in the form of commuted payments will be exceeded.

8.121 The development also generates the need for improvements to the Hills Road/Station Road junction when considered in conjunction with other development within the CB1 Masterplan area.

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

8.123 The funding and agreement of a Travel Plan Co-ordinator is also needed.

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

Public Art

8.125 The development is required to make provision for public art and in this case provision for public art should be made on site via the submission and approval of a Public Art Delivery Plan (PADP). The PADP should be required to relate to the approved CB1 Public Art Strategy and the PADP for the Red Phase.

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

Loss of Community Facility (Doctor's Surgery)

8.127A Relocation Strategy is needed to ensure that all reasonable endeavours are made to relocate the surgery before the development of 50 Station Road. I have addressed this issue in paragraph 8.5.

8.128 Subject to the completion of a S106 planning obligation to secure the Relocation Strategy for Woodlands Surgery, I am satisfied that the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and 9/8 and Cambridge Local Plan (2006) policies 5/11, 9/9 and 10/1

Occupation Restriction (Offices)

8.129A Local User Condition is needed to ensure that the development is occupied in accordance with Development Plan policy. I have addressed this issue in paragraph 8.13.

8.130 Subject to the completion of a S106 planning obligation to secure the restriction on occupation, I am satisfied that the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and 9/8 and Cambridge Local Plan (2006) policies 7/2, 9/9 and 10/1

Monitoring

8.131 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to the costs of monitoring the implementation of planning obligations. The costs are calculated according to the heads of terms in the agreement. The contribution sought will be calculated as £150 per financial head of term and £300 per non-financial head of term. Contributions are therefore required on that basis.

Planning Obligations Conclusion

8.132 It is my view that the planning obligation is necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the Planning Obligation passes the tests set by the Community Infrastructure Levy Regulations 2010. The planning obligation has a strong relationship with the s106 Agreement for the Outline Planning

Consent and will ensure that all the mitigation measures associated with Block I2 are secured for 50/60 Station Road.

9.0 CONCLUSION

- 9.1 The application that has been brought forward whilst not a reserved matters submission is strongly aligned with the Parameter Plans that were approved under the Outline consent for the CB1 Masterplan. The key difference is in the site area, which extends the mass and scale of the blocks towards the Station. This brings with it a number of benefits including a realignment of the Southern Access Road to allow a larger public space to the south forming an ante-chamber to the Station Square.
- 9.2 The scheme that has been brought forward is deliverable either in one phase or more likely two phases. The applicants have stated that Block I2 as approved is not deliverable in the current market and I have no reason to refute this view. It is important that the momentum that has begun to deliver change in the Station Area is not lost. Only by bringing forward new development such as 50/60 Station Road will the vision for the Station Area be delivered.
- 9.3 There has been a significant amount of opposition to the proposed development from local people. This is based on both a feeling that the existing Wilton Terrace/32-38 Station Road should not be demolished and that the new buildings are not appropriate for the site. I respect this point of view but I do not share it. Although Conservation Area Consent is needed for the demolition of Wilton Terrace, the need to remove these buildings to accommodate Block I2 was clear at the Outline Planning Stage. The terrace was not identified as worthy or retention and incorporation into the CB1 development at that stage. On this basis my negotiations have been predicated on the assumption that if the new buildings were of high quality and would make a positive contribution to the Conservation Area then the principle of demolition was acceptable.
- 9.4 I am not alone in my view that 50 and 60 Station Road are well designed buildings that respond well to their context and will enhance the Conservation Area. The Design and Conservation CB1 Sub-Panel, English Heritage and the City Council's Design and Conservation team share my view. All three groups have

been highly influential in bringing forward a revised design for the buildings following the withdrawal of the previous scheme for the site.

- 9.5 The Committee are not bound by the constraints of the Outline consent but it is a very significant material consideration. The new buildings respect the approved Parameter Plans in terms of their height and broad location. The Screening Opinion for Environmental Impact Assessment concluded that the development does not amount to EIA development. The key to the assessment of this application and the related application for Conservation Area Consent for Wilton Terrace is to consider whether or not the new building is of a high quality appropriate for its setting and role as key building within the Station Area. My answer to this question is 'yes' and for that reason I recommend approval.

10.0 RECOMMENDATION

1. **APPROVE** subject to the satisfactory completion of the s106 agreement by 30 November 2012 and subject to the following conditions and reasons for approval:

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

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

2. All management and maintenance of landscaping shall be carried out in accordance with the approved Landscape Management Plan by Robert Myers Associates dated April 2012 PL2.

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

3. All management and maintenance of ecology shall be carried out in accordance with the approved Ecology Report by RPS dated April 2012 as supplemented by Response to comments made on the Ecological Management Plan by RPS dated 5 July 2012.

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

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

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

5. Prior to the commencement of works to provide the cycle store, full details of proposed facade greening/climbing plants to elevations of the proposed cycle stores adjacent to the southern boundary including a maintenance plan for its long term retention shall be submitted to and approved by the local planning authority in writing. The development shall be carried in accordance with the approved details.

Reason To ensure the satisfactory provision of green facades in the interests of long term visual amenity (Cambridge Local plan policies 3/7. 3/11 and 9/9)

6. Prior to the occupation of 50 Station Road, a certificate following a post-construction review shall be issued by an approved BREEAM Licensed Assessor to the Local Planning Authority, indicating that the BREEAM rating EXCELLENT or higher has been met. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings

(Cambridge Local Plan 2006 policy 8/16 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

7. Prior to the occupation of 60 Station Road, a certificate following a post-construction review shall be issued by an approved BREEAM Licensed Assessor to the Local Planning Authority, indicating that the BREEAM rating EXCELLENT or higher has been met. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings

8. The approved renewable energy technologies to meet the approved carbon emissions of 50 Station Road shall be fully installed and operational prior to the occupation of 50 Station Road and shall thereafter be maintained and remain fully operational in accordance with an approved maintenance programme, unless otherwise agreed in writing by the local planning authority.

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

9. The approved renewable energy technologies to meet the approved carbon emissions of 60 Station Road shall be fully installed and operational prior to the occupation of 60 Station Road and shall thereafter be maintained and remain fully operational in accordance with an approved maintenance programme, unless otherwise agreed in writing by the local planning authority.

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

10. 5% of all parking spaces shall be suitable for, and reserved for, people with disabilities.

Reason: To ensure an appropriate level of car parking provision for people with disabilities (Cambridge Local Plan policy 8/10 and appendix C).

11. Prior to commencement of development a delivery plan for the phased delivery of cycle parking for use in association with 50 and 60 Station Road shall be submitted to and approved by the local planning authority in writing. The approved facilities for each building shall be provided in accordance with the approved delivery plan before occupation of each building and shall thereafter be retained and shall not be used for any other purpose unless otherwise agreed in writing by the local planning authority.

Reason: To ensure appropriate provision for the secure storage of bicycles (Cambridge Local Plan 2006 policy 8/6).

12. Prior to the commencement of development, full details of access to below ground cycle storage areas 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, which shall be fully implemented in accordance with the approved cycle parking delivery plan, and shall be retained thereafter unless otherwise agreed in writing by the local planning authority.

Reason: To provide convenient and safe access to cycle storage areas. (Cambridge Local Plan policy 8/6)

13. Prior to the commencement of first occupation full details of the security arrangements to provide for safe use of the basement car and cycle parking areas, shall be submitted to and approved by the local planning authority in writing. The approved provisions for safe use of car and cycle parking facilities shall be provided prior to the first occupation and shall be retained thereafter in respect of the occupation of both 50 and 60 Station Road unless otherwise agreed in writing by the local planning authority.

Reason: To provide convenient and safe access to cycle storage areas. (Cambridge Local Plan policy 8/6)

14. Prior to the commencement of development, with the exception of below ground works, a Travel Plan and Cycle Parking Management Plan shall be submitted to and approved by the local planning authority in writing. The approved Travel Plan and Cycle Parking Management shall thereafter be first implemented upon first occupation of either 50 or 60 Station Road and shall be maintained and implemented unless otherwise agreed in writing by the local planning authority.

Reason: To ensure satisfactory arrangements are in place to secure work place travel planning and the management of cycle parking.(Cambridge Local Plan 2006 policies 8/2, 8/3 and 8/6).

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

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

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

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

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

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

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

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

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

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

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

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

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

20. Each phase of the development approved by this permission shall not be commenced prior to a contaminated land assessment and associated remedial strategy, being submitted to the LPA and receipt of approval of the document/documents from the LPA. This applies to paragraphs a), b) and c). This is an iterative process and the results of each stage will help decide if the following stage is necessary.

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

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

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

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

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

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

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

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

21. Prior to the commencement of the development of 50 Station Road, including any demolition or enabling works, a detailed Construction Method Statement (CMS) shall be submitted to and approved by the local planning authority in writing.

The Construction Method Statement shall be accompanied by:

A statement that demonstrates how the proposal accords with the approved Construction Environmental Management Plan (CEMP), Eight Issue dated 5 January 2011 (condition 31 of the outline planning permission reference 08/0266/OUT).

In addition the CMS shall also provide a specific construction programme

A plan identifying:

- The contractor site storage area/compound
- Screening and hoarding locations
- Access arrangements for vehicles, plant, personnel and building materials
- Plant and equipment storage areas
- Contractor parking arrangements for construction vehicles and personnel vehicles
- The location of contractor offices

Thereafter the development shall be undertaken in accordance with the agreed details unless otherwise agreed in writing by the local planning authority.

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

22. Prior to the commencement of the development of 60 Station Road, including any demolition or enabling works, a detailed Construction Method Statement (CMS) shall be submitted to and approved by the local planning authority in writing.

The Construction Method Statement shall be accompanied by:

A statement that demonstrates how the proposal accords with the approved Construction Environmental Management Plan (CEMP), Eight Issue dated 5 January 2011 (condition 31 of the outline planning permission reference 08/0266/OUT).

In addition the CMS shall also provide a specific construction programme

A plan identifying:

- The contractor site storage area/compound
- Screening and hoarding locations
- Access arrangements for vehicles, plant, personnel and building materials
- Plant and equipment storage areas
- Contractor parking arrangements for construction vehicles and personnel vehicles
- The location of contractor offices

Thereafter the development shall be undertaken in accordance with the agreed details unless otherwise agreed in writing by the local planning authority.

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

23. Prior to occupation of 50 Station Road, full details of a scheme for odour control to minimise the amount of odour emanating from 50 Station Road, including full technical details for the operation for extract flues shall be submitted to and approved by the local planning authority in writing. The scheme as approved shall be fully implemented prior to the occupation of the building.

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

24. Prior to occupation of 60 Station Road, full details of a scheme for odour control to minimise the amount of odour emanating from 50 Station Road, including full technical details for the operation for extract flues shall be submitted to and approved by the local planning authority in writing. The scheme as approved shall be fully implemented prior to the occupation of the building.

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

25. Prior to occupation of 50 Station Road a noise attenuation/insulation scheme and/or phased attenuation measures (having regard to the building fabric, glazing and mechanical ventilation) shall be submitted to and approved by the Local Planning Authority in order to demonstrate the scheme shall achieve internal noise levels recommended in British Standard 8233:1999 'Sound Insulation and Noise Reduction for Buildings - Code of Practice'. The approved scheme shall be fully implemented and a completion report submitted prior to the occupation of 50 Station Road. The approved scheme shall remain unaltered in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

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

26. Prior to occupation of 60 Station Road a noise attenuation/insulation scheme and/or phased attenuation measures (having regard to the building fabric, glazing and mechanical ventilation) shall be submitted to and approved by the Local Planning Authority in order to demonstrate the scheme shall achieve internal noise levels recommended in British Standard 8233:1999 'Sound Insulation and Noise Reduction for Buildings - Code of Practice'. The approved scheme shall be fully implemented and a completion report submitted prior to the occupation of 60 Station Road. The approved scheme shall remain unaltered in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

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

27. Prior to occupation of 50 Station Road, full details of a scheme for the insulation of the building(s) and/or plant in order to minimise the level of noise emanating from 50 Station Road and/or plant shall be submitted to and approved by the local planning authority in writing. The scheme as approved shall be fully implemented prior to the occupation of 50 Station Road.

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

28. Prior to occupation of 60 Station Road, full details of a scheme for the insulation of the building(s) and/or plant in order to minimise the level of noise emanating from 60 Station Road and/or plant shall be submitted to and approved by the local planning authority in writing. The scheme as approved shall be fully implemented prior to the occupation of 50 Station Road.

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

29. Prior to the commencement of occupation of 50 Station Road, full details of the on-site storage facilities for trade waste, including waste for recycling shall be submitted to and approved in writing by the local planning authority. Such details shall identify the specific positions of where wheelie bins, paladins or any other means of storage will be stationed and the arrangements for the disposal of waste. The approved facilities shall be provided prior to the commencement of the use hereby permitted and shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

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

30. Prior to the commencement of occupation of 60 Station Road, full details of the on-site storage facilities for trade waste, including waste for recycling shall be submitted to and approved in writing by the local planning authority. Such details shall identify the specific positions of where wheelie bins, paladins or any other means of storage will be stationed and the arrangements for the disposal of waste. The approved facilities shall be provided prior to the commencement of the use hereby permitted and shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

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

31. Prior to the commencement of occupation of 50 Station Road, full details of the means by which waste will be collected from the site, including the means by which refuse containers will be moved to the street frontage for collection and returned to the refuse store after the collection of waste and the location of on-street storage on collection days, shall be submitted to and approved by the local planning authority in writing. The approved arrangements shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

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

32. Prior to the commencement of occupation of 60 Station Road, full details of the means by which waste will be collected from the site, including the means by which refuse containers will be moved to the street frontage for collection and returned to the refuse store after the collection of waste and the location of on-street storage on collection days, shall be submitted to and approved by the local planning authority in writing. The approved arrangements shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

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

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

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

34. Deliveries shall only be made to 50 and 60 Station Road and associated retail/café/restaurant units between 07:00 and 23:00.

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

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

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

36. Notwithstanding the information detailed on the approved plans, no building or structure shall exceed 50m AOD in height.

Reason: In the interests of safety and to safeguard the operation of Cambridge Airport. (Cambridge Local Plan 2006 policy 3/4)

37. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details including samples of the materials to be used in the construction of the external surfaces of both 50 and 60 Station Road shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

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

38. Before starting any stone work (artificial and/or real), a sample panel of the facing materials to be used including for the plinth(s) and colonnade columns shall be erected on site to establish the detail of bonding, coursing and colour and type of jointing and shall be agreed in writing with the local planning authority. The quality of finish and materials incorporated in any approved sample panel(s), which shall not be demolished prior to completion of development of both 50 and 60 Station Road, shall be maintained throughout the development.

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

39. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details of the proprietary roof glazing system including material(s), edge and flashing methods, etc. shall be submitted to and approved in writing by the local planning authority. Large-scale cross-section drawings may be appropriate to show details. The development shall be carried out in accordance with the approved details.

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

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

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

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

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

42. No metal-clad or other non-traditional roofs shall be erected until full details of such roofs including materials, colours, surface finishes and relationships to rooflights or other rooftop features have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

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

43. Prior to the commencement of development, full details of all external joinery [whether of metal, timber or hybrid construction] including frames, thresholds, mullions, transoms, finishes, colours, etc., shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

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

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

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

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

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

46. Prior to commencement of occupation of either 50 or 60 Station Road a signage strategy for use in association with the occupation of 50 and 60 Station Road shall be submitted to and approved by the local planning authority in writing. The approved signage strategy shall thereafter be retained and all external signage shall conform to the strategy unless otherwise agreed in writing by the local planning authority.

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

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

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

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

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

49. Notwithstanding the details shown on the approved plans, full details of the external treatment of the cycle store adjacent to the southern boundary shall be submitted to and approved in writing by the local planning authority prior to commencement of works to provide the cycle store. The development shall be implemented and maintained in accordance with the approved details

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

50. No rooftop plant shall be constructed on 50 Station Road until such time as full details, to a large scale, of any rooftop plant screening systems to be installed, where relevant, have been submitted to and approved in writing by the local planning authority. This may include the submission of samples of mesh/louver types and the colour(s) of the components. Colour samples should be identified by the RAL or BS systems. The development shall be carried out in accordance with the approved details.

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

51. No rooftop plant shall be constructed on 60 Station Road until such time as full details, to a large scale, of any rooftop plant screening systems to be installed, where relevant, have been submitted to and approved in writing by the local planning authority. This may include the submission of samples of mesh/louver types and the colour(s) of the components. Colour samples should be identified by the RAL or BS systems. The development shall be carried out in accordance with the approved details.

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

52. Prior to the commencement of development of 50 Station Road, with the exception of below ground works, full details of all solar panels [water pre-heat, etc.] and/or photovoltaic cells, including type, dimensions, materials, location, fixing, etc. shall be submitted to and approved in writing by the local planning authority. In bringing forward such details the applicant is encouraged to site such features so as not to be visible from ground level. The development shall be carried out in accordance with the approved details.

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

53. Prior to the commencement of development of 60 Station Road, with the exception of below ground works, full details of all solar panels [water pre-heat, etc.] and/or photovoltaic cells, including type, dimensions, materials, location, fixing, etc. shall be submitted to and approved in writing by the local planning authority. In bringing forward such details the applicant is encouraged to site such features so as not to be visible from ground level. The development shall be carried out in accordance with the approved details.

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

54. Prior to the commencement of occupation of 50 Station Road, a lighting plan including details of the height, type, position and angle of any external lighting shall be submitted to and approved in writing by the local planning authority. The development shall be implemented and maintained in accordance with the approved plan.

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

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

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

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

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

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

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

INFORMATIVE: Meeting the needs of disabled people
In order to meet the needs of disabled people, the applicant is recommended to take the following advice into account in the detailed design of the building:

The main door should be automated. Side doors alongside revolving doors would best be electrically opening or asymmetrical of which one is at least 900mm.

Reception and cafe bars need dropped height counters and hearing loop.

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

INFORMATIVE: Advice from the Environment Agency

Advice to Applicant:

Contaminated soil that is, or must be disposed of, is waste. Therefore, its handling, transport, treatment and disposal is subject to waste management legislation, which includes:

Duty of Care Regulations 1991

Hazardous Waste (England and Wales) Regulations 2005

Environmental Permitting (England and Wales) Regulations 2010

The Waste (England and Wales) Regulations 2011

The CLAIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste or have ceased to be waste. Under the Code of Practice:

excavated materials that are recovered via a treatment operation can be re-used on-site providing they are treated to a standard such that they are fit for purpose and unlikely to cause pollution

treated materials can be transferred between sites as part of a hub and cluster project

some naturally occurring clean material can be transferred directly between sites.

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, including in line with British Standards BS EN 14899:2005 'Characterisation of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' for material to be removed from site, and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

If the total quantity of waste material to be produced at or taken off site is hazardous waste and is 500kg or greater in any 12 month period the developer will need to register with us as a hazardous waste producer. Refer to our website at www.environment-agency.gov.uk for more information.

Land contamination investigations should be carried out in accordance with BS 5930:1999-2010 'Code of Practice for site investigations' and BS 10175:2011 'Investigation of potentially contaminated sites - Code of Practice' as updated/amended. Site investigation works should be undertaken by a suitably qualified and experienced professional. Soil and water analysis should be fully MCERTS accredited.

Soakaways and other infiltration Suds must not be constructed in contaminated ground. The use of infiltration drainage would only be acceptable if a phased site investigation showed the presence of no significant contamination. The use of non infiltration Suds may be acceptable subject to our agreement. We would need to be consulted on the results of the site investigation and on any protection measures.

The maximum acceptable depth for infiltration Suds is 2.0 m below ground level, with a minimum of 1.2 m clearance between the base of infiltration Suds and peak seasonal groundwater levels. We consider that deep bore and other deep soakaway systems are not appropriate in areas where groundwater constitutes a significant resource (that is where aquifer yield may support or already supports abstraction). Deep soakaways increase the risk of groundwater pollution. See our Groundwater Protection GP3 documents, particularly Part 4 P4-7, for further information.

Please also see our advice to the LPA on land contamination.

We recommend that developers should:

1. Follow the risk management framework provided in CLR11, 'Model Procedures for the Management of Land Contamination', when dealing with land affected by contamination;
2. Refer to our "Guiding Principles for Land Contamination" for the type of information that we require in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, for example human health;
3. Refer to our "Verification of Remediation of Land Contamination" report;
4. Refer to our "Groundwater Protection: policy and practice (GP3)" documents (<http://www.environment-agency.gov.uk/research/library/publications/40741.aspx>);
5. Refer to our 'Position Statement on the Definition of Waste: Development Industry Code of Practice'; and
6. Refer to our website at www.environment-agency.gov.uk for more information.

Surface Water Drainage:

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

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

General Informatives:

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

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

Foul Water Drainage:

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

Pollution Control:

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

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

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

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

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

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

Reasons for Approval

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

East of England Plan policies: SS1 SS3 E3 T1 T2 T4 T9 T13
T14 T15 ENV6 ENV7 WM6 CSR1 CSR2

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

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

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

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

2. Unless prior agreement has been obtained from the Head of Planning, in consultation with the Chair and Spokesperson of this Committee to extend the period for completion of the Planning Obligation required in connection with this development, if the Obligation has not been completed by 30 November 2012, or if Committee determine that the application be refused against officer recommendation of approval, it is recommended that the application be refused for the following reason(s):

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

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

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

Under Section 100D of the Local Government Act 1972, the following are “background papers” for each report on a planning application:

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

These papers may be inspected on the City Council website at:

www.cambridge.gov.uk/planningpublicaccess

or by visiting the Customer Service Centre at Mandela House.

**Cambridge City Council
Design & Conservation (CB1) Sub-Panel**

Notes of the meeting Wednesday 14th March 2012

Present:

Dr Nick Bullock	Chair
Terry Gilbert	RTPI (vice Chair)
Richard Owers	RIBA
Carolyn Gohler	Cambridge Past, Present & Future
Jon Harris	Co-opted Member
David Grech	English Heritage

Officers:

Glen Richardson	City Council
Sarah Dyer	City Council
Jonathan Brookes	City Council

Presenters:

Neven Sidor	Grimshaw Architects
Eric Osborne	Grimshaw Architects
Robert Myers	Robert Myers Associates

Observers:

Sven Topel	Brookgate Developments
Derek Ford	Brookgate Developments
Jon Burgess	Beacon Planning

1. Apologies – Oliver Caroe

2. Introduction to 50/60 Station Road by Glen Richardson.

A note prepared by Glen Richardson explaining the background to today's presentation had been circulated in advance.

A proposal for this site was last seen by the Panel in November 2011 (verdict AMBER). City Council officers working on the scheme throughout last year expressed significant concerns on issues such as its compliance with the approved CB1 parameter plans (principally the requirements for the I2 block), whether the buildings were a matched pair, the overall height of the building(s) and the approach to fenestration, materials and renewables, amongst others. The application was submitted without, in effect, these matters being fully resolved and was then reviewed by the sub-panel at the November meeting.

In early December 2011, officers gave a clear steer to the applicant that the submitted application could not be supported on design grounds. The architects then took the officer comments and over a series of meetings and design iterations have produced a scheme which, in officer opinion at least, is better resolved overall and which is improved in respect of scale, mass, materials and composition.

The lead architect, Neven Sidor, described the features of the amended proposal. These included the following:

- o Differentiation between the different sides of the buildings.
- o A landscape scheme adapted to the new architectural layout.
- o The facades now seen as an expression of light, not mass, as demonstrated by detailed modelling.
- o A design without louvers this time around, and instead with reconstituted stone fins and of a more solid nature
- o A glazed entrance lobby
- o A view through to the station building down the Southern Access Road.
- o A more generous colonnade facing Station Road.
- o A public artwork setting the tone for Station Road.

The Panel's comments are as follows:

- The Panel welcomed the new design strategy for the development with its revised massing and the clear differentiation of the two buildings.
- The Station Road frontage. The Panel welcome the double height of the ground floor of the two towers and the more generous approach to the design of this area. This and the redesign of the 'Pod' is likely to generate more activity along this frontage could, with the proposed cycle racks, lead to greater conflict between cyclists and pedestrians. The Panel expressed some scepticism about the adequate management of the cycle parking and the ability of the developer to prevent its use by rail travellers.
- The South Square frontage. The Panel welcomed the chamfering of the south-eastern corner of No 60 at street level and the view through to the Station Square and the level of animation at the northern edge of the South Square that this will make possible.
- The Café area, the Station Road frontage. The Panel questioned whether the area would be as open as it appeared from the presentation and asked that the dimensions of this space be

checked. While the Panel generally favoured the openness of the area around the café, there was concern about the possible crowding of activity with the café, pedestrians en route to the station and cyclists leaving their bikes.

- The 'Pod'. The Panel welcome the architectural language and animation of this single height space set against the double height of the two foyers.
- The Stair cores, No 60 and 50. The Panel favoured the differentiation and the placing of the two cores and the way that the core to No 60 would clearly signal the position of the development on Station Road.
- West elevation of No 50. The core does not continue to ground level and the Panel thought that the choice of stone or precast units for the elevation of the 'base' element of the building, particularly around the junction of the western and the Station Road elevations, needed further consideration. The Panel also raised the issue of the detailed topography of the area and the need to consider carefully the relative levels in the handling of the ground floor of the development.
- Rear stair core No 60. There is no visible expression of the stair tower, and the members of the Panel questioned this arrangement, in particular the treatment of the stair core especially at ground floor level.
- Details of the cladding of the frame, the 'fins' and the base elements. The Panel are confident that the proposed 'kit of parts' will provide the basis for a successful treatment of the elevations but feel that further refinement of the proposals for both sets of elevations is necessary to recognise, for example, the different conditions for the northern and the southern elevations.
- The choice of the 'family' of materials. In general terms, the Panel favours the development of an architectural language with a restrained palette of materials.
- The detail design of the 'fins'. The Panel raised the dangers of weather staining on the 'fins' and looks forward to seeing the details of the design that will address this issue.
- Reconstituted stone elements. Although the Panel recognise the reasons behind this choice of material, careful control of the finishing, handling and installation of these elements will be needed to avoid the kind of chipping seen on other developments in the City.
- The Panel would welcome an approach to detailing that would take account of the approach adopted for neighbouring buildings.

- Green roof over cycle parking (No 50). This is welcomed. Opportunities for green roofs above other parts of the building should also be explored.
- Tree guards/shelter. The Panel consider that tree guards must be made to a robust design if they are to succeed.
- Planting (in the space between buildings) facing south. The Panel are confident that this arrangement would be successful, but recommend some protective measures being taken against a possible wind “vortex”, perhaps through the inclusion of a taller glazed element at the southern end of the open terrace.
- The panel note the scheme will have a BREEAM Excellent rating.
- Public art. The Panel welcome the suggestion that the stair tower of No 60 might be used for public art. The form that this might take needs to be determined in consultation with the City’s Public Art Panel.

Conclusion

In strategic terms, the Panel considers that the new approach is a great improvement. The change in massing, the handling of the frontage at ground level along Station Road and the greater animation of the frontage to the ‘anti-chamber’ square to the south are welcomed. The ‘kit of parts’ proposed for the elevations looks promising but further refinement of the design is still needed, as is further examination of the treatment of stair cores at ground level.

VERDICT –

1. The strategy of the massing, the relationship of the stair core with Station Road, the overall strategy for the elevations and the handling of the public realm, GREEN (5), AMBER (1)

2. The ‘kit of parts’ for the elevations, the handling of the elevations at ground level, the design of the ‘fins’ and other components and the planting of the terraced area, GREEN (3), AMBER (2)

Reminder:

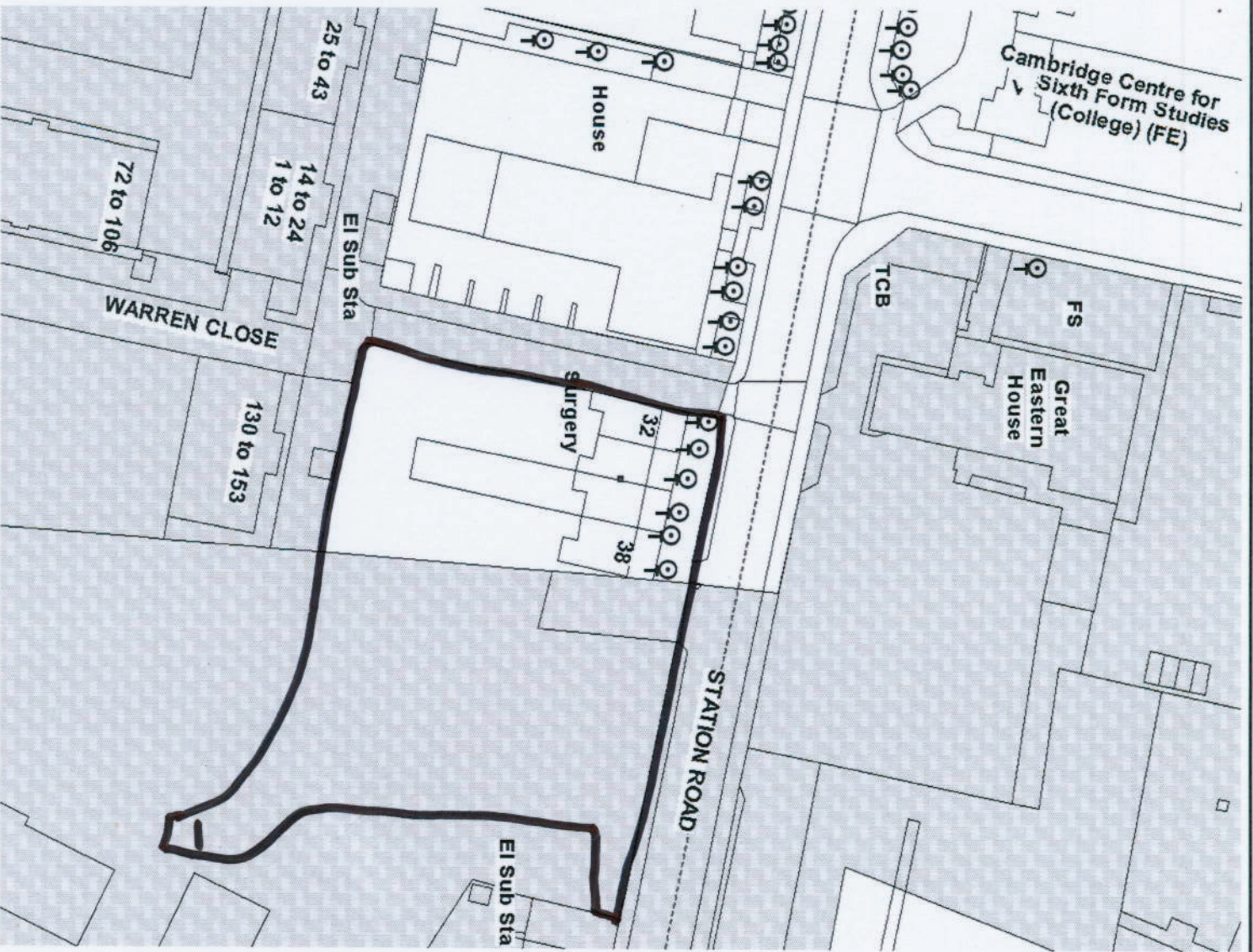
CABE ‘traffic light’ definitions:

GREEN: a good scheme, or one that is acceptable subject to minor improvements

AMBER: in need of *significant* improvements to make it acceptable, but not a matter of starting from scratch

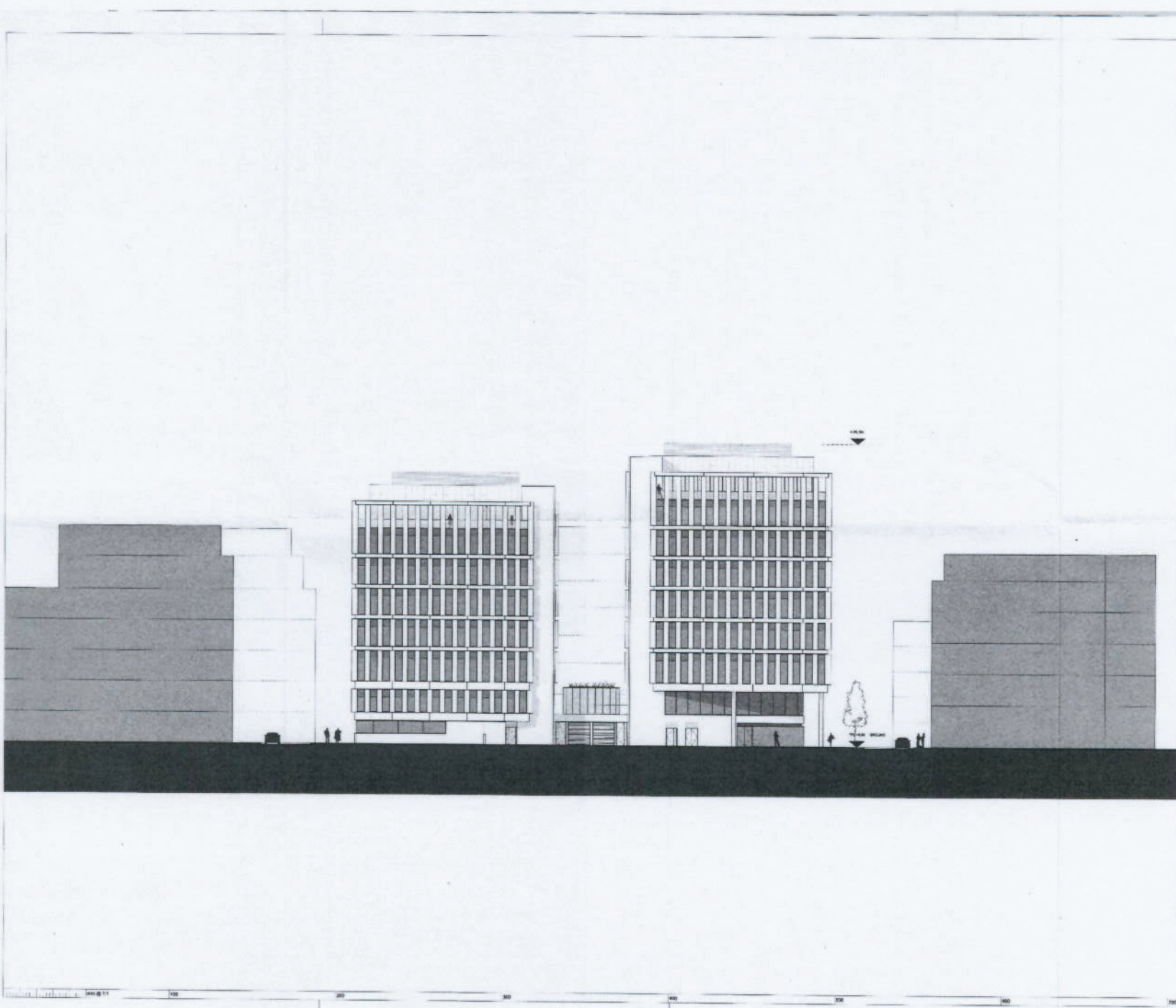
RED: **the scheme is fundamentally flawed and a fresh start is needed.**

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12/0502/FUL
32 - 38 Station Road Cambridge

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© copyright GRIMSHAW

A1

Do not scale
 All dimensions to be checked on site

A 149912 PLANT SCREEN AMENDMENT
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50 & 60 STATION ROAD
 Cambridge, UK

Brookgate, Cambridge

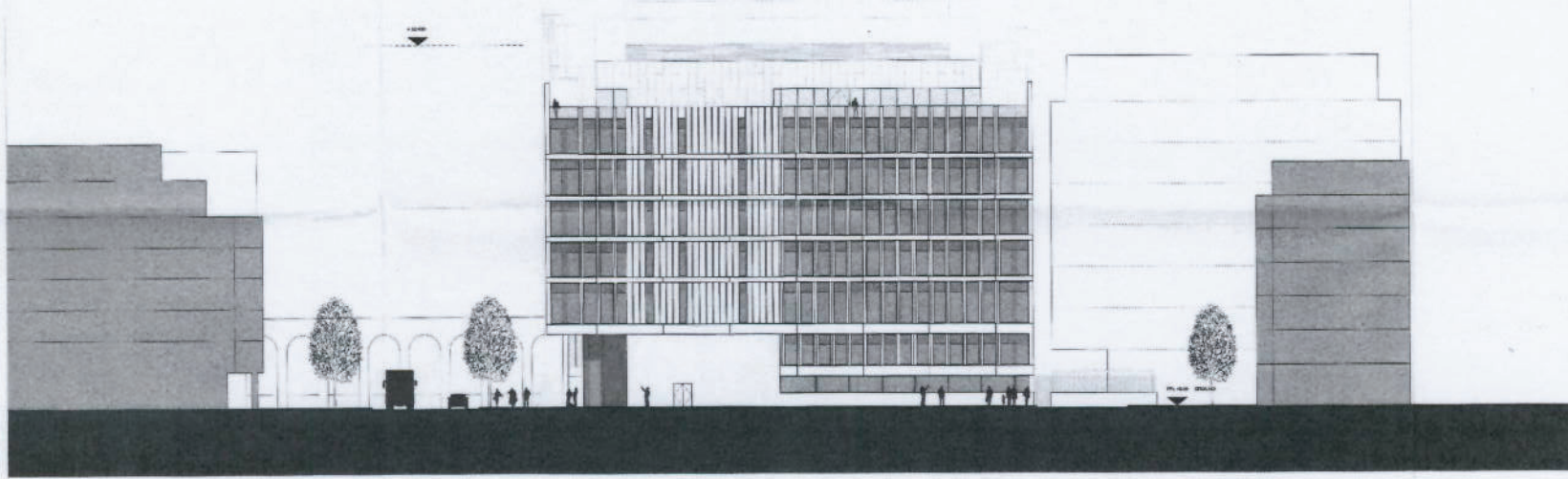
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**GENERAL ARRANGEMENT
 SOUTH ELEVATION**

Date	30-03-2012	Scale	1:200 @ A1
Drawn	AG	Checked	EO
Reviewed		Authorised	NS

FOR PLANNING

10028	PC-L-132	A
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A1

Do not scale
All dimensions to be checked on site

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A 140612 PLANT SCREEN AMMENDMENT
- 300312 FOR PLANNING

50 & 60 STATION ROAD
Cambridge, UK
Brookgate, Cambridge

Site plan showing buildings 50 and 60.

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**GENERAL ARRANGEMENT
WEST ELEVATION**

Date	30-03-2012	Scale	1:200 @ A1
Drawn	AG	Checked	ED
Issue		Authorised	NS

FOR PLANNING

10028	PC-L-133	A
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Application Number	12/0496/CAC	Agenda Item	
Date Received	20th April 2012	Officer	Mrs Sarah Dyer
Target Date	15th June 2012		
Ward	Trumpington		
Site	32 - 38 Station Road Cambridge Cambridgeshire CB1 2JH		
Proposal Applicant	Demolition of 32-38 Station Road. Mr Sven Topel c/o Agent		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <p>An assessment of 32-38 Station Road as a Building of Local Interest (BLI) and a heritage asset has been carried out.</p> <p>The demolition of 32-38 Station Road is justified by the public benefit that will derive from the development of the site for office accommodation as part of the wider Station Area redevelopment</p>
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site forms part of a larger area, which is the subject of the CB1 Station Area Redevelopment proposals for which outline planning permission was granted in April 2010. The site lies on the south side of Station Road and to the east of the access serving the Warren Close development. The site is occupied by 32-38 Station Road (Wilton Terrace) which accommodates Woodlands Doctors Surgery and Brookgate's Offices (the applicants).

- 1.2 To the south of the site is the Warren Close housing development. A six storey block of flats at Warren Close sits behind the site. To the west the site is bounded by the access road serving Warren Close beyond which are office buildings. To the east is a vacant site which is proposed to accommodate an office building. To the north the site is bounded by Station Road beyond which is former Red House site that has planning permission for a hotel and the current station cycle park.
- 1.3 The site is within the Station Area Redevelopment Framework Boundary and within the Central Conservation Area No.1. 32-38 Station Road are buildings of Local Interest as are the Mill and Silo that sit to the southeast. The Station is a listed building. The site falls within the controlled parking zone.

2.0 THE PROPOSAL

- 2.1 Conservation Area Consent is sought for the demolition of the terrace to facilitate the development of the western half of a pair of office buildings. Parameter Plan 1 of the Outline consent identifies 32-38 Station Road as Buildings of Local Interest that are to be demolished. Whilst this does not negate the need for Conservation Area Consent it is a material consideration.
- 2.2 The application is accompanied by the following supporting information:
1. Design and Access Statement by Grimshaw
 2. Heritage Statement by Beacon Planning
 3. Planning Statement by Savills
- 2.5 The application has been amended in the following ways:
- Response to comments by Nature Conservation Officer
 - Response to comments by Sustainable Drainage Officer
 - Response to comments by Cycling and Walking Officer and associated revisions to Ground Floor Plan and updated Travel Plan to incorporate Cycle Parking Management Plan
 - Response to County Highways officer comments.

3.0 SITE HISTORY

Reference	Description	Outcome
05/1166	Conservation Area Consent for demolition buildings on the Rank Hovis site	A/C
06/0266/OUT	CB1 Station Area Redevelopment	A/C
09/0031	Conservation Area Consent for demolition buildings on the Rank Hovis site	A/C
11/1303/FUL	Demolition of 32 – 38 Station Road and erection of two office buildings	Withdrawn
11/1351/CAC	Conservation Area Consent for demolition of 32-38 Station Road	Withdrawn
12/0502	Demolition of 32 – 38 Station Road and erection of two office buildings	Pending determination
	Non Material Amendment for Realignment of SAR	Pending determination

4.0 PUBLICITY

4.1	Advertisement:	Yes
	Adjoining Owners:	Yes
	Site Notice Displayed:	Yes
	Public Meeting/Exhibition	No
	DC Forum (Meeting of 4 July 2012)	Yes

4.2 The grounds for the Forum were that the Petitioners wished to express their concerns about the increase in office space, the insufficient car parking on site, the environmental impact on the neighbourhood and the demolition of 32-38 Station Road, which are fine Victorian buildings listed as buildings of local interest. They also wished to discuss a reduction in the scale of the

development and to ensure that the development makes a full financial contribution (including deferred payments) to the Cambridge Guided Bus. A copy of the DCF minutes will be attached to the Amendment Sheet.

5.0 POLICY

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

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
East of England Plan 2008	ENV7
Cambridge Local Plan 2006	4/11 4/12 4/13 8/2 9/9

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

Central Government Guidance	National Planning Policy Framework March 2012 Circular 11/95 Community Infrastructure Levy Regulations 2010
Material Considerations	<u>Central Government:</u> Letter from Secretary of State for Communities and Local Government (27 May 2010) Written Ministerial Statement: Planning for Growth (23 March 2011)

	<u>Citywide:</u> Air Quality in Cambridge – Developers Guide
	<u>Area Guidelines:</u> Buildings of Local Interest Station Area Development Framework/Station Area Conservation Appraisal

6.0 CONSULTATIONS

Cambridgeshire County Council (Engineering)

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

Head of Environmental Services

- 6.2 Environmental Protection

Construction Method Statement

This work especially the demolition presents the risk of harm to the amenity from a number of pollutants including noise, vibration and dust. Considerable work was done in the early stages of the CB1 development to control such pollution and a Construction Environmental Management Plan (CEMP) was required by condition 31 of the outline planning permission reference 08/0266/OUT. This has been written and agreed, each phase is also required to produce a Construction Method Statement.

Phases of the development that have followed this approach have proceeded without justified complaints. In the interests of protecting the amenity and consistency a condition requiring a Construction Method Statement that is in accordance with the existing agreed CEMP is recommended.

- 6.3 The existing terraced houses are, in some ways, pretty typical of their type and era and common enough in larger towns and cities across Britain. However, these examples are slightly more decorative than is usual in Cambridge, with the ‘crow-stepped’ gables and red brick banding, quoins and so on. This may result from the locally well-known architect, Richard Reynolds Rowe, who did use such details and operated in the area and – if this could be indisputably proved – this would give rather more weight to the history of the terrace. Nonetheless, these houses are not particularly rare architecturally and have lost some of their residential character through changes-of-use, particularly by the unfortunate and visually prominent ramp occupying one front garden space. The other item of interest is the ‘no fines’-type concrete boundary wall which also occurs in front of the villas further down the street and in Warkworth Street & Terrace not that far away. This is believed to be a very early use of concrete but not enough research has been done to establish the rarity or historic value of these examples.

Whilst the ‘masterplan’ process always assumed demolition of these BLIs, no consent has ever been granted and the changed circumstances since 2008 and changes to the proposals for this area of the larger scheme mean that this CAC application must be assessed against current policies. It also is tied inextricably to the application for the replacement building and the two things must be seen, assessed and balanced together. The houses are undoubtedly ‘heritage assets’ although of fairly modest significance in themselves and changes to the surrounding area in recent decades have disconnected them from the nearby residential areas of similar age and scale. They were also in the same area as, but of a different character to, the railway lands & buildings nearby [and the industry co-located deliberately] and hence the station building [the LB itself]. Once the character of the area was changed substantially by the demolition for and construction of the ‘Deity’ office blocks, the residential nature became confined to the other side of the street largely and the gradual drift of industry away from the now mainly passenger railway allowed for the comprehensive redevelopment proposed by the ‘masterplan’.

Whilst the substantially different character to the area already being formed [by the Microsoft HQ building, for example] will

contrast strongly with these BLIs, that is not – in itself – a reason for demolition; indeed the opposite might be argued as the whole scheme is likely to take years to complete and there will be times during redevelopment that noticeable contrast in building ages, types and scales will be evident. And there will be, or should be, a marked difference in age, type and scale between the LB and its new setting for the foreseeable future and nobody seems to have suggested that was inappropriate.

If the BLIs are to be demolished, then the quality and suitability of the proposed replacement building(s) both for the Conservation Area and the nearby listed building must be assessed before acquiescence can be supported. The detailed assessment by U D & C Section is to be found at 12/0502/FUL on this matter.

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

English Heritage

6.4 Summary

The principle of demolition of 32-38 Station Road was given tacit support when the CB1 Masterplan was agreed. However consent should only be granted once a scheme for high quality replacement buildings has been secured. The current proposals require changes to the Masterplan which have much to recommend them and the revised design has gone a long way to address the previous concerns raised by English Heritage.

Conservation Area Consent application

The NPPF includes a provision of a presumption in favour of the conservation of heritage assets. In this instance 32-38 Station Road are not designated heritage assets but the Conservation Area within which they are located is and therefore the presumption in favour of conservation is relevant. The removal of

these buildings will enable the implementation of a holistic redevelopment that will deliver an overall enhancement of the Conservation Area whereas to retain them would be at odds with the new context.

The Victorian Society

- 6.5 (Note – the Victorian Society were not formally consulted on the application because 32-38 Station Road are not listed buildings)

The Society objects to the demolition of 32-38 Station Road. They are a striking late Victorian terrace and may have been designed by Richard Reynolds-Rowe. The rarity of the buildings adds to their value in the streetscape.

The poor state of the frontage and the access ramp can be easily rectified. Other sites could provide new officer space which would negate the need to demolish these buildings.

The Council has an obligation to ensure that development either preserves or enhances the Conservation Area.

Design and Conservation Panel (Meeting of 14 March 2012)

- 6.6 The conclusions of the Panel meeting were as follows:

In strategic terms, the Panel considers that the new approach is a great improvement. The change in massing, the handling of the frontage at ground level along Station Road and the greater animation of the frontage to the 'anti-chamber' square to the south are welcomed. The 'kit of parts' proposed for the elevations looks promising but further refinement of the design is still needed, as is further examination of the treatment of stair cores at ground level.

VERDICT –

1. The strategy of the massing, the relationship of the stair core with Station Road, the overall strategy for the elevations and the handling of the public realm, GREEN (5), AMBER (1)
2. The 'kit of parts' for the elevations, the handling of the elevations at ground level, the design of the 'fins' and other components and the planting of the terraced area,

GREEN (3), AMBER (2)

The relevant section of the minutes of the panel meeting(s) are attached to this report as Appendix A.

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

7.0 REPRESENTATIONS

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

Daedalus House, 30 Station Road (Operations Manager,
University of Cambridge Investments Office)
3 Ascham Road
22 Brooklands Avenue
17 Christchurch Street
5 Clarendon Road
17 Clarendon Road (x3)
28 Emery Street
33 Glisson Road
61 Highsett, Hills Road
4 Lyndewode Road
33 Lyndewode Road (x2)
62 Mawson Road
70-72 Norwich Street
15 Shelly Garden
10 St Barnabas Court (x3)
4 St Barnabas Road
27 Silverwood Close
9 Tenison Avenue (x3)
13 Tenison Avenue
25 Tenison Avenue
27 Tenison Avenue
2 Vintner Terrace
8 Thomas Christian Way, Bottisham
5 Cambridge Road Girton
20 Hinton Way, Great Shelford

7.2 The representations can be summarised as follows:

Loss of Existing Buildings

The existing buildings with their architectural heritage and elegant facades should not be demolished.

The existing buildings are more worthy of listing than the Station buildings.

Wilton Terrace is well above average in terms of design and quality for its period and has been designed to relate to the Station.

Demolition of the existing buildings amounts to vandalism against the wishes of residents.

The existing buildings are some of the better features on Station Road. Already the urban landscape of Station Road has deteriorated through poor design, miserable architecture and zero traffic planning.

Loss of welcoming vista along Station Road.

The only aspect of Station Road which is good are the Victorian villas.

A terrace of good, sound, attractive buildings is to be demolished and replaced by an ugly building which does not provide an improvement over the previous scheme.

The terrace does not need to be demolished and could be incorporated into the new development.

More imagination and flexibility should be deployed before it is too late.

- 7.3 Brooklands Avenue Area Residents Association has made representations as follows:

Demolition of existing buildings

We object to the demolition of the present Victorian terrace on the site, and believe that it should be preserved, as architecturally in keeping with the properties on the other side of Station Road and of the Station itself. In this connection we further note that the houses are designated as "Buildings of

Local Interest.” As indicated above, the case for demolition cannot be deemed as having been agreed, since as a full application this has to be considered from scratch, and cannot ride on the back of the Masterplan outline. Indeed there is a strong argument for retaining the properties in the interest of balance with the similar buildings on the north side of Station Road, and thereby preserving important features of this part of the Central Conservation Area.

For all the above reasons we urge the City Council to reject the proposed applications.

7.4 David Campbell Bannerman MEP has also made objections which relate to the loss of 32-38 Station Road. He considers that the loss of these buildings and the new development to be harmful to the Conservation Area. He considers that the existing buildings have a greater value than suggested by the applicants. In his view the level of harm caused by the loss of 32-38 Station Road heavily outweighs the potential gain of amenity.

7.5 Cambridge Past Present and Future has made representations as follows:

It is recognised that outline planning permission has already been granted but CambridgePPF believes that the City Council should give very serious consideration to the groundswell of public opinion against the demolition of this Victorian terrace.

The determination of the application should be delayed to allow more time for an assessment of the practicality of retention of Wilton Terrace. CambridgePPF believes that the most sensible course for the Council would be to defer the decision on these applications so that more time can be given to explore the practicality of retaining the terrace and the feasibility of incorporating it into the overall design of the CB1 development.

The terrace is recognised by the City Council as comprising 'Buildings of Local Interest', that could be regarded as being a 'Significant Heritage Asset' to the local community and their demolition would be a loss to the heritage value of the locality.

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

8.0 ASSESSMENT

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

1. Principle of demolition
2. Impact on Heritage Assets
3. Public Art
4. Renewable energy and sustainability
5. Disabled access
6. Residential amenity
7. Refuse arrangements
8. Other environmental impacts
9. Transport Impact
10. Highway safety
11. Car and cycle parking
12. Third party representations
13. Planning Obligation Strategy

Principle of Demolition

8.2 Parameter Plan 1 of the Masterplan indicates 32-38 Station Road as a group of Buildings of Local Interest that are to be demolished. In the report that was considered by Planning Committee in October 2008 the following comment is made about the demolition of these buildings:

‘The applicant has not provided a full justification for the demolition of 32-38 Station Road that will be necessary when an application is made for Conservation Area Consent for its demolition. Clearly Block I2 cannot be developed without removing 32-38 Station Road. The pivotal role that I2 has in the scheme is considered more fully below but essentially I would conclude that the loss of 32-38 Station Road is justified by the need to increase the density of development across the site in order to achieve the aim of improving the transport interchange. 32-38 Station Road are not worthy of listing and in my view to seek to refuse the masterplan on the grounds that these buildings should be retained alone would be very difficult to substantiate at appeal.’

- 8.3 My views have not changed. I consider that subject to the grant of Conservation Area Consent, the principle of the demolition of 32-38 Station Road is acceptable. I have dealt with the loss of the doctor's surgery as a community facility in my report for the full planning application for the new office buildings.

Impact on Heritage Assets

- 8.4 The applications for Conservation Area Consent and planning permission are supported by a Heritage Statement as required by paragraph 128 of the National Planning Policy Framework (NPPF). Officers in the Urban Design and Conservation Team have not raised any concerns about this analysis and support the scheme subject to the imposition of planning conditions to address matters of detail.
- 8.5 The applicants have correctly identified the heritage assets that are affected by the development as 32-38 Station Road which are Buildings of Local Interest (BLIs) and the Conservation Area including the Station and associated buildings, the villas on the north side of Station Road and the Mill. The NPPF includes buildings that are locally listed in the definition of a heritage asset.
- 8.6 The significance of 32-38 Station Road has been assessed using the NPPF and English Heritage's document Conservation Principles, Policies and Guidance 2008. The aspects of moderate significance have been identified as the evidential value as example of a late Victorian terrace, which has been the subject of removal of some features of interest and the aesthetic value of the front elevation. Aspects of low significance included the historical value, communal value, the south/east/west elevations, the interior and the setting. No elements of high significance were recognised. The level of significance of this part of the Conservation Area is considered by the applicant to be moderate. This is because 32-38 Station makes a moderate contribution to the character.
- 8.7 The advice in the NPPF on dealing with the removal of heritage assets is as follows:

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

achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- the nature of the heritage asset prevents all reasonable uses of the site*
- no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation*
- conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible*
- the harm or loss is outweighed by the benefit of bringing the site back into use.*

8.8 Local Plan policy is not silent on the issue of demolition of BLIs as heritage assets and requires that the demolition will only be permitted if the building is demonstrably incapable of beneficial use or reuse or there are clear public benefits arising from the development. The advice in both the policy and the NPPF helps to identify how an assessment of the application should be made.

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

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

8.11 Although Conservation Area Consent is needed I would argue that the basis of the public benefit was established at the Outline Consent stage. The redevelopment of the Station Area as a whole is necessary to bring forward the very significant improvements to the transport interchange that include works to the Station, the new Station Square, the bus interchange and Cycle Park. An increased density of development is needed to support these improvements. This site is the key to the delivery of that vision

because it is the only location in the Masterplan where the highest building can be positioned. The demolition of 32-38 Station Road is necessary and justified for this reason.

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

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

8.13 I share the Senior Conservation Officer's view that the design of the new building is an extremely important consideration. All of the discussions with the applicants have been based on the need for the new building to be appropriate for its setting in the Conservation Area. The reason why the previous scheme was withdrawn was because the design was not acceptable.

8.14 I am convinced that the new office buildings will be a positive asset to the Conservation Area for the reasons set out in my report on the planning application. This view is shared by the Design and Conservation Panel, English Heritage and the Urban Design and Conservation Team. These views provide the necessary justification for the demolition of 32-38 Station Road.

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

Other environmental impacts

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

8.17 In my opinion, subject to compliance with conditions, the proposal

is compliant with Cambridge Local Plan (2006) policies 4/13 and 8/2.

Third Party Representations

- 8.18 I have addressed the issues raised in this report and in the related report on the planning application. I do not consider employment generation to be a relevant consideration to this application.

9.0 CONCLUSION

- 9.1 In my view the demolition of 32-38 Station Road is justified by the public benefit that will derive from the development of the site for office accommodation as part of the wider Station Area redevelopment. The assessment of 32-38 Station Road as a BLI and heritage asset has been carried out properly and is supported by officers. I have no objections to the demolition which will facilitate the delivery of the CB1 Masterplan approved under the Outline Planning Consent.

10.0 RECOMMENDATION

APPROVE subject to the following conditions and reasons for approval:

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

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

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

Reason: To foster understanding of the building's importance in the national and Cambridge context, and to ensure proper recording of any aspects of the building's special interest which are to be lost or altered. (Cambridgeshire and Peterborough Structure Plan 2003, policy P7/6 and Cambridge Local Plan 2006, policy 4/12)

3. Prior to the commencement of the development hereby permitted, including any demolition or enabling works, a detailed Construction Method Statement (CMS) shall be submitted to and approved by the local planning authority in writing.

The Construction Method Statement shall be accompanied by:

- 1 A statement that demonstrates how the proposal accords with the approved Construction Environmental Management Plan (CEMP), Eight Issue dated 5 January 2011 (condition 31 of the outline planning permission reference 08/0266/OUT).

In addition the CMS shall also provide:

- 2 A specific construction programme
- 3 A plan identifying:
 - (a) The contractor site storage area/compound
 - (b) Screening and hoarding locations
 - (c) Access arrangements for:
 - i. Vehicles
 - ii. Plant
 - iii. Personnel
 - iv. Building material
 - (d) Plant and equipment storage areas
 - (e) Contractor parking arrangements for:
 - i. Construction vehicles
 - ii. Personnel vehicles
 - (f) The location of contractor offices

Thereafter the development shall be undertaken in accordance with the agreed details unless otherwise agreed in writing by the local planning authority.

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

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

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

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

Reasons for Approval

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

East of England plan 2008: ENV7

Cambridge Local Plan (2006): 4/11 4/12 4/13 8/2 9/9

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

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

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

Under Section 100D of the Local Government Act 1972, the following are “background papers” for each report on a planning application:

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

These papers may be inspected on the City Council website at: www.cambridge.gov.uk/planningpublicaccess or by visiting the Customer Service Centre at Mandela House.

Cambridge City Council
Design & Conservation (CB1) Sub-Panel

Notes of the meeting Wednesday 14th March 2012

Present:

Dr Nick Bullock	Chair
Terry Gilbert	RTPI (vice Chair)
Richard Owers	RIBA
Carolyn Gohler	Cambridge Past, Present & Future
Jon Harris	Co-opted Member
David Grech	English Heritage

Officers:

Glen Richardson	City Council
Sarah Dyer	City Council
Jonathan Brookes	City Council

Presenters:

Neven Sidor	Grimshaw Architects
Eric Osborne	Grimshaw Architects
Robert Myers	Robert Myers Associates

Observers:

Sven Topel	Brookgate Developments
Derek Ford	Brookgate Developments
Jon Burgess	Beacon Planning

1. Apologies – Oliver Caroe

2. Introduction to 50/60 Station Road by Glen Richardson.

A note prepared by Glen Richardson explaining the background to today's presentation had been circulated in advance.

A proposal for this site was last seen by the Panel in November 2011 (verdict AMBER). City Council officers working on the scheme throughout last year expressed significant concerns on issues such as its compliance with the approved CB1 parameter plans (principally the requirements for the I2 block), whether the buildings were a matched pair, the overall height of the building(s) and the approach to fenestration, materials and renewables, amongst others. The application was submitted without, in effect, these matters being fully resolved and was then reviewed by the sub-panel at the November

meeting.

In early December 2011, officers gave a clear steer to the applicant that the submitted application could not be supported on design grounds. The architects then took the officer comments and over a series of meetings and design iterations have produced a scheme which, in officer opinion at least, is better resolved overall and which is improved in respect of scale, mass, materials and composition.

The lead architect, Neven Sidor, described the features of the amended proposal. These included the following:

- o Differentiation between the different sides of the buildings.
- o A landscape scheme adapted to the new architectural layout.
- o The facades now seen as an expression of light, not mass, as demonstrated by detailed modelling.
- o A design without louvers this time around, and instead with reconstituted stone fins and of a more solid nature
- o A glazed entrance lobby
- o A view through to the station building down the Southern Access Road.
- o A more generous colonnade facing Station Road.
- o A public artwork setting the tone for Station Road.

The Panel's comments are as follows:

- The Panel welcomed the new design strategy for the development with its revised massing and the clear differentiation of the two buildings.
- The Station Road frontage. The Panel welcome the double height of the ground floor of the two towers and the more generous approach to the design of this area. This and the redesign of the 'Pod' is likely to generate more activity along this frontage could, with the proposed cycle racks, lead to greater conflict between cyclists and pedestrians. The Panel expressed some scepticism about the adequate management of the cycle parking and the ability of the developer to prevent its use by rail travellers.
- The South Square frontage. The Panel welcomed the chamfering of the south-eastern corner of No 60 at street level and the view through to the Station Square and the level of animation at the northern edge of the South Square that this will make possible.
- The Café area, the Station Road frontage. The Panel

questioned whether the area would be as open as it appeared from the presentation and asked that the dimensions of this space be checked. While the Panel generally favoured the openness of the area around the café, there was concern about the possible crowding of activity with the café, pedestrians en route to the station and cyclists leaving their bikes.

- The 'Pod'. The Panel welcome the architectural language and animation of this single height space set against the double height of the two foyers.
- The Stair cores, No 60 and 50. The Panel favoured the differentiation and the placing of the two cores and the way that the core to No 60 would clearly signal the position of the development on Station Road.
- West elevation of No 50. The core does not continue to ground level and the Panel thought that the choice of stone or precast units for the elevation of the 'base' element of the building, particularly around the junction of the western and the Station Road elevations, needed further consideration. The Panel also raised the issue of the detailed topography of the area and the need to consider carefully the relative levels in the handling of the ground floor of the development.
- Rear stair core No 60. There is no visible expression of the stair tower, and the members of the Panel questioned this arrangement, in particular the treatment of the stair core especially at ground floor level.
- Details of the cladding of the frame, the 'fins' and the base elements. The Panel are confident that the proposed 'kit of parts' will provide the basis for a successful treatment of the elevations but feel that further refinement of the proposals for both sets of elevations is necessary to recognise, for example, the different conditions for the northern and the southern elevations.
- The choice of the 'family' of materials. In general terms, the Panel favours the development of an architectural language with a restrained palette of materials.
- The detail design of the 'fins'. The Panel raised the dangers of weather staining on the 'fins' and looks forward to seeing the details of the design that will address this issue.
- Reconstituted stone elements. Although the Panel recognise the reasons behind this choice of material, careful control of the finishing, handling and installation of these elements will be needed to avoid the kind of chipping seen on other developments in the City.
- The Panel would welcome an approach to detailing that would

- take account of the approach adopted for neighbouring buildings.
- Green roof over cycle parking (No 50). This is welcomed. Opportunities for green roofs above other parts of the building should also be explored.
 - Tree guards/shelter. The Panel consider that tree guards must be made to a robust design if they are to succeed.
 - Planting (in the space between buildings) facing south. The Panel are confident that this arrangement would be successful, but recommend some protective measures being taken against a possible wind “vortex”, perhaps through the inclusion of a taller glazed element at the southern end of the open terrace.
 - The panel note the scheme will have a BREEAM Excellent rating.
 - Public art. The Panel welcome the suggestion that the stair tower of No 60 might be used for public art. The form that this might take needs to be determined in consultation with the City’s Public Art Panel.

Conclusion

In strategic terms, the Panel considers that the new approach is a great improvement. The change in massing, the handling of the frontage at ground level along Station Road and the greater animation of the frontage to the ‘anti-chamber’ square to the south are welcomed. The ‘kit of parts’ proposed for the elevations looks promising but further refinement of the design is still needed, as is further examination of the treatment of stair cores at ground level.

VERDICT –

1. The strategy of the massing, the relationship of the stair core with Station Road, the overall strategy for the elevations and the handling of the public realm, GREEN (5), AMBER (1)

2. The ‘kit of parts’ for the elevations, the handling of the elevations at ground level, the design of the ‘fins’ and other components and the planting of the terraced area, GREEN (3), AMBER (2)

Reminder:

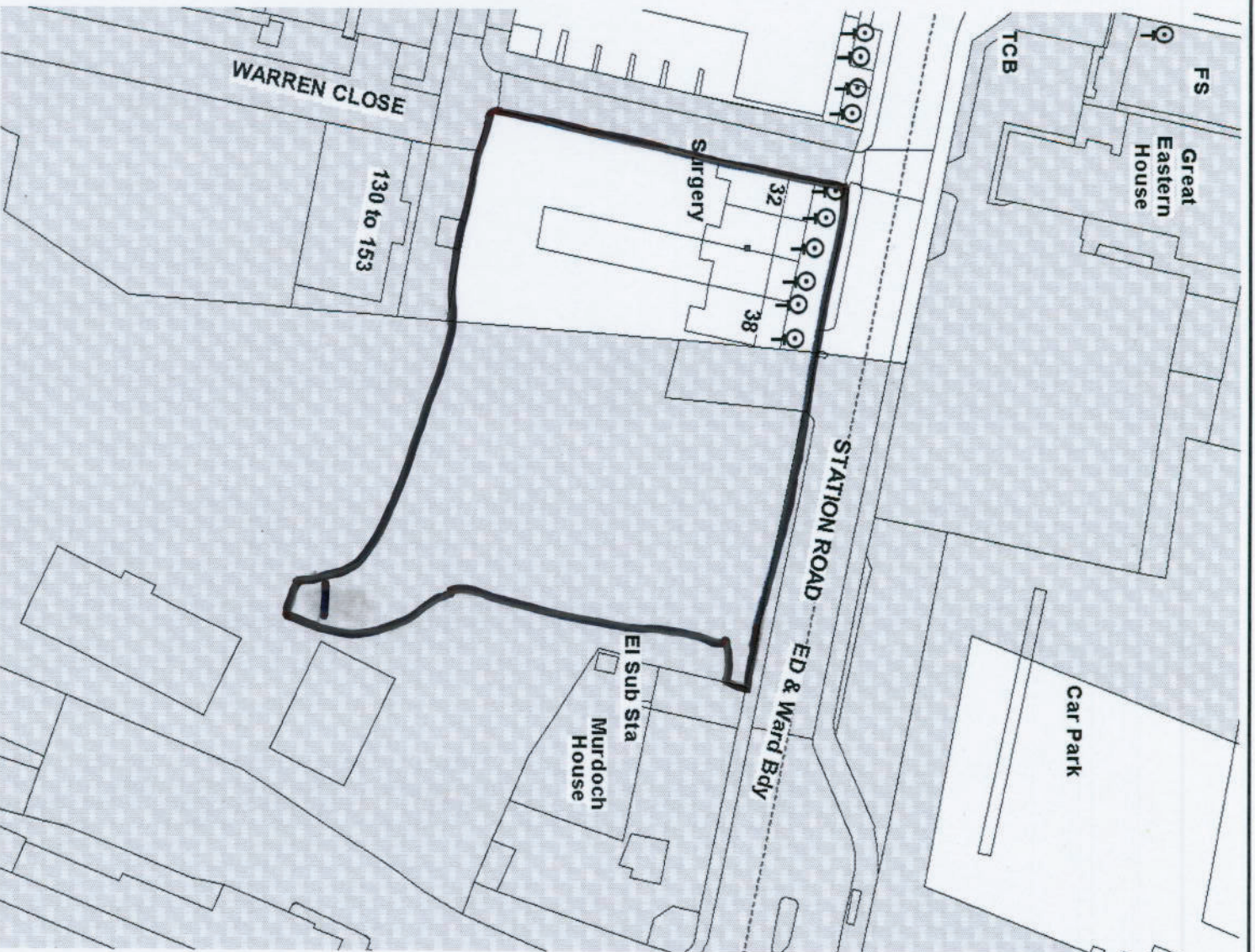
CABE ‘traffic light’ definitions:

GREEN: a good scheme, or one that is acceptable subject to minor improvements

AMBER: in need of *significant* improvements to make it acceptable, but not a matter of starting from scratch

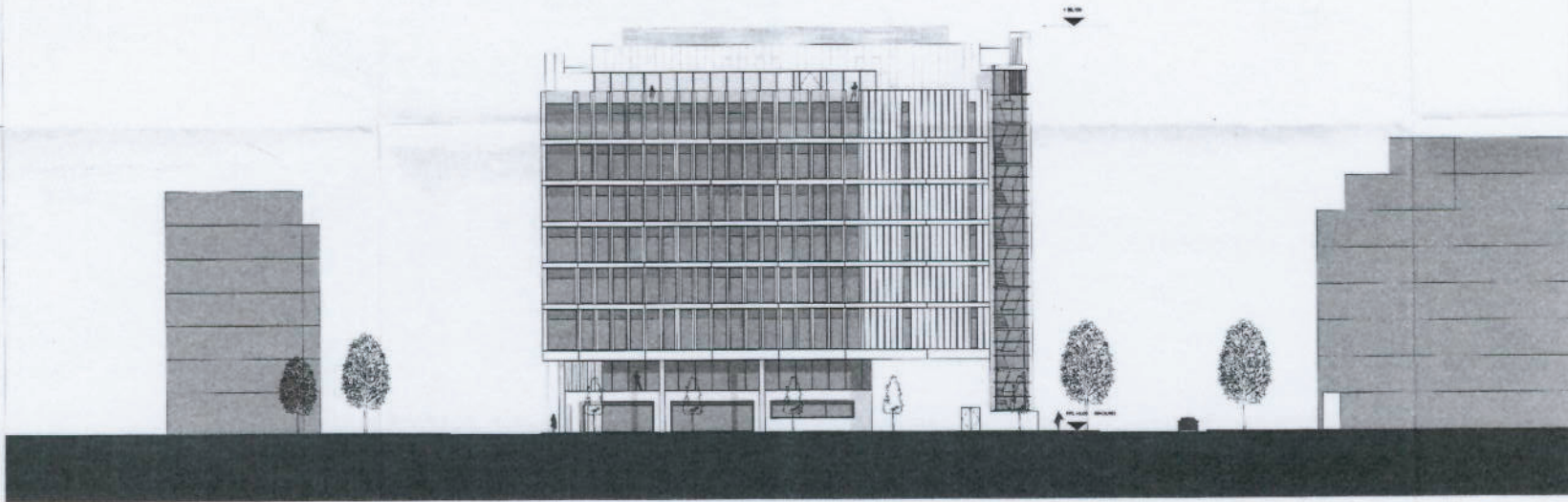
RED: **the scheme is fundamentally flawed and a fresh start is needed.**

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32 - 38 Station Road Cambridge

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A 1406/12 PLANT SCREEN AMMENDMENT
- 3003/12 FOR PLANNING

50 & 60 STATION ROAD
Cambridge, UK

Brookgate, Cambridge

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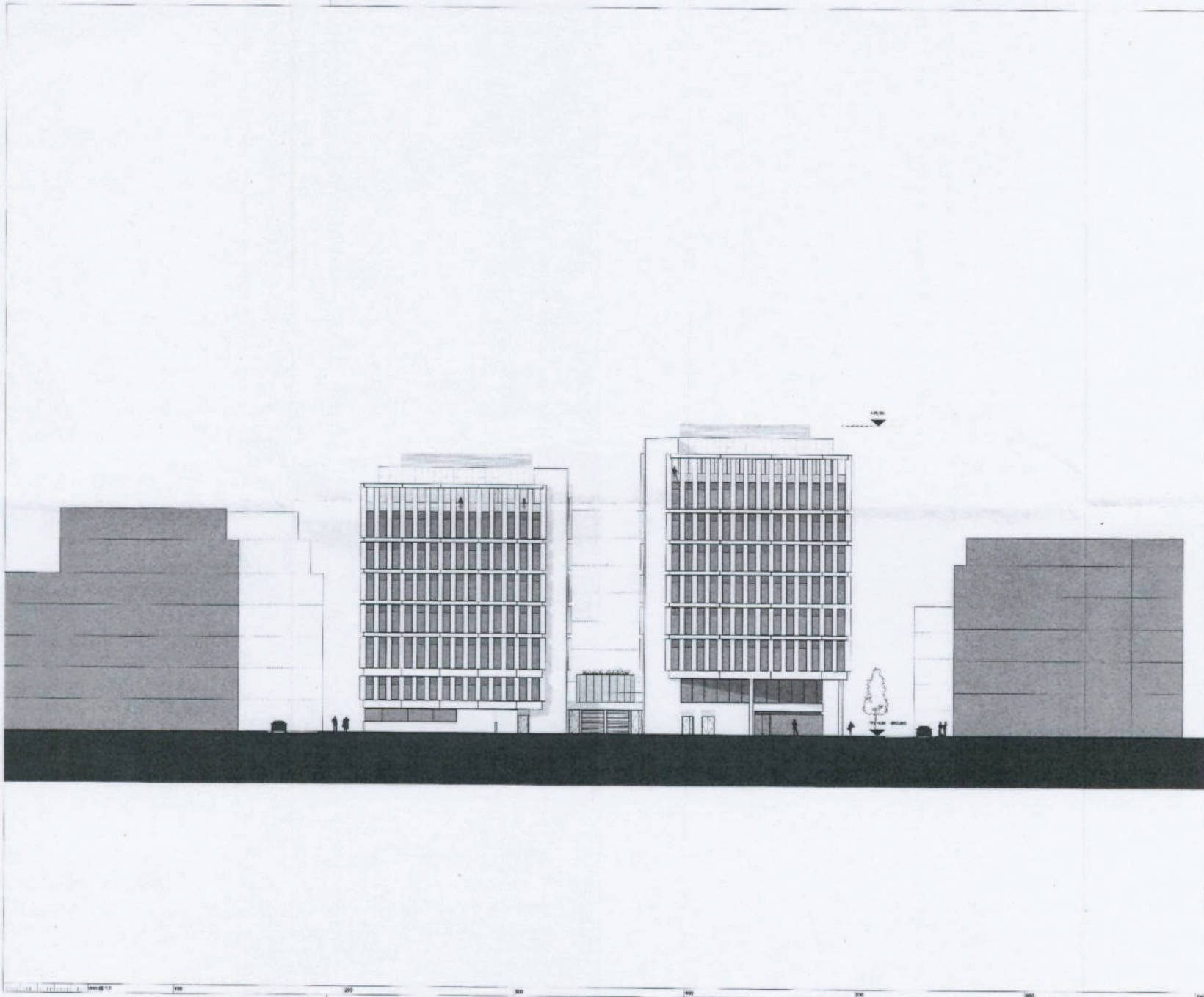
GENERAL ARRANGEMENT
EAST ELEVATION

30-03-2012 Issue 1200 @ A1

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FOR PLANNING

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A 149912 PLANT SCREEN AMMENDMENT
100012 FOR PLANNING

50 & 60 STATION ROAD
Cambridge, UK

Site: Brookgate, Cambridge

Client:

Architect:

Scale:



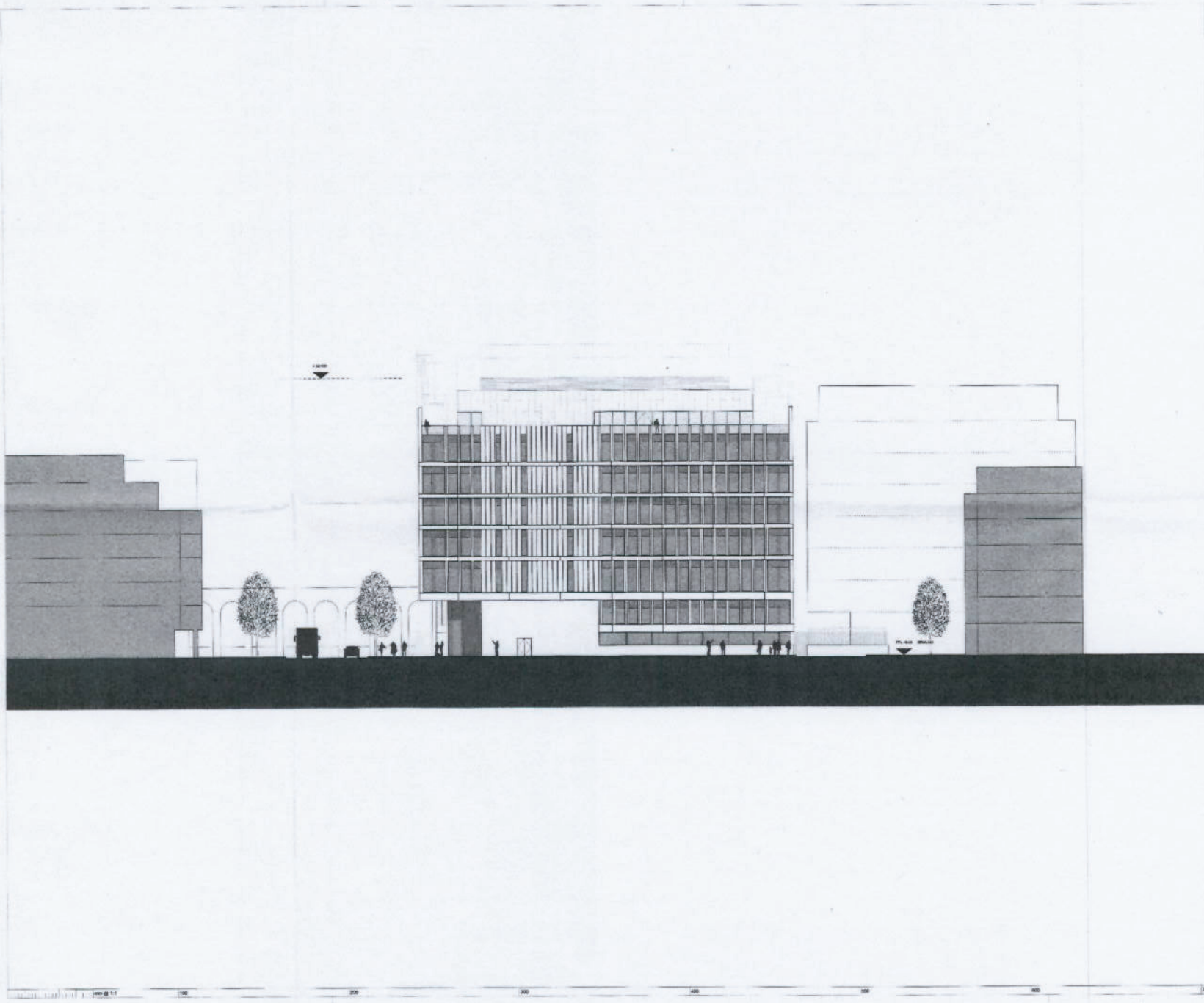
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GENERAL ARRANGEMENT SOUTH ELEVATION

Date: 30-05-2012 Scale: 1:200 @ A1
 Drawn by: AG Checked by: EO
 Project: NS

FOR PLANNING
 10028 PC-L-132 A



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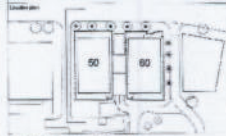
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A 140612 PLANT SCREEN AMMENDMENT
- 300312 FOR PLANNING
1/2012

50 & 60 STATION ROAD
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THE GENERAL ARRANGEMENT
WEST ELEVATION

DATE	30-03-2012	SCALE	1:200 @ A1
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FOR PLANNING
10028 PC-L-133 A

CAMBRIDGE CITY COUNCIL

REPORT OF: Head of Planning Services

TO: Planning Committee

25/07/2012

WARDS: Trumpington

CB1 STATION AREA REDEVELOPMENT - NON-MATERIAL AMENDMENT – SOUTHERN ACCESS ROAD (SAR)

1 INTRODUCTION

- 1.1 In April 2010 outline planning permission was granted for the CB1 Station Area Redevelopment. The approved plans are a series of 'parameter plans'. An application for a non-material amendment (NMA) has been submitted which seeks small changes to the approved plans in relation to the Southern Access Road which serves the residential development to the south of Station Road.
- 1.2 This follows on from an earlier request for a non-material amendment for the same changes that was refused by Planning Committee on 28 July 2011. At that time Members considered that changes that were being brought forward were too significant to be regarded as an NMA. Although not set out in the minutes my recollection of the meeting is that some of the concerns raised by Members were based a lack of information about the way in which the adjacent site (Block I2) was to be developed.
- 1.3 The current application for the NMA has been brought forward in parallel with the full planning application for Block I2 now known as 50/60 Station Road. That application includes the site for the SAR and proposes the same realignment that is brought forward as the NMA. This allows for the SAR to be provided as part of the approved access arrangements under the Outline or as part of the implementation of 50/60 Station Road.

2. RECOMMENDATIONS

- 2.1 That the changes to parameter plans 3 to 9 and drawing no. 217382/EAD/SK1020 Rev P10 (approved access plan) as set out below be approved as Non-material amendments to the approved Parameter Plans.

3. BACKGROUND

- 3.1 The application relates to the Southern Access Road (SAR). This is a new road which serves the Phase 1a student accommodation (Blocks M1 and M2) and the Phase 2 residential development which are both under construction. The SAR will also provide rear access to office buildings which are proposed to front Station Road. A temporary road has been constructed as a construction access

which constitutes permitted development. The construction access is on the same alignment as the proposed new alignment for the SAR.

- 3.2 The Parameter Plans that were approved under the outline planning consent set the 'parameters' for the development and allowed the proposals to be the subject of an Environmental Assessment. In bringing forward the revised detailed scheme the applicants have found it necessary to make revisions to the parameter plans such that the proposed development falls outside the defined parameters. In order to move forward with their development as now proposed the applicants need to secure consent for these changes which they consider to be non-material amendments.
- 3.3 Applications for non-material amendments are usually dealt with under powers delegated to officers, although in some cases consultation with Members is necessary. In this case I am bringing the application to Planning Committee for consideration in tandem with the full planning application for 50/60 Station Road.
- 3.4 The revisions to the alignment of the SAR also necessitate the discharge of condition 48 of the outline planning permission (ref. 08/0266/OUT). There is a report relating to the discharge of this condition elsewhere on the agenda.
- 3.5 The application seeks a Non-Material Amendment to relocate the SAR closer to the station end of Station Road. The SAR will continue to be 10 metres wide (6m carriageway and 2m pavements) and 15 metres wide at the junction with Station Road. The key change is that its junction with Station Road will be located approximately 12 metres to the east. The SAR is shown on most of the approved Parameter Plans and therefore Parameter Plans 3 to 9 are to be amended. Drawing number 217382/EAD/SK1020 Rev P10 is also amended because it relates to the access roads serving the development that was part of the outline consent.
- 3.6 A plan has also been provided which shows the maximum approved footprint of Blocks I1 and I2 and the approved alignment of the SAR overlaid on the current scheme. This plan shows that the western edge of the SAR is to be relocated between 11 m and 19 m to the east.
- 3.7 Parameter plans 3 to 9 addressed the following matters:
 - PP3 Building Layout (+ maximum balcony/canopy overhang 1.5m)
 - PP4 Building and Ground Conditions (building height (maximum height of occupied floorspace + maximum plant/lift motor rooms 2 m), building height above proposed ground level, proposed ground level (+/- 0.5m tolerance), existing ground level and proposed ground floor setback)
 - PP5 Access and Circulation
 - PP6 Public Realm and Open Space
 - PP7 Residential and Non-Residential Parking.

- PP8 Proposed Uses – Ground Floor
- PP9 Proposed Uses – Typical Upper Levels

3.8 The reasons for the realignment of the SAR remain unchanged and the applicants have confirmed that there are two reasons for the change. Firstly the approved access ramp serving the underground car park under the residential blocks is now accessed off the northern end of the SAR. This is beneficial for the environment of the Southern Access Road further south because it keeps traffic clear of the 'homezone' between the student blocks and the residential development. Access to this area can then be limited to deliveries and student drop off/pick up.

3.9 The second reason for the revision to the SAR is to allow a larger site to be developed to the west of the SAR. This area was to accommodate Block I2, the tallest new block in the CB1 development. A pair of office buildings have been brought forward for consideration under a full planning application which itself includes the realignment of the SAR. This is the subject of a separate report on the Agenda. In my view that application and my report fulfil the need for more information about the context of the realigned SAR that caused Members concerns in July 2011.

4 CONSULTATIONS

Urban Design and Conservation Team

4.1 When we previously commented on the NMA for the Southern Access Road in July 2011, we concluded that whilst the loss of the axis to the west of the L Buildings was not detrimental to the overall masterplan, the resolution of the 50&60 Station Road would be even more important due to the increased prominence of No.60 terminating the view through the park. With the revised application for 50&60 submitted, we again raise no objection to the proposed NMA and have the benefit of seeing how the proposals will respond to this revision to the masterplan.

County Council (Highways)

4.2 No objections.

Design and Conservation Panel (Meeting of 14 March 2012)

4.3 The conclusions of the Panel meeting were as follows:

In strategic terms, the Panel considers that the new approach is a great improvement. The change in massing, the handling of the frontage at ground level along Station Road and the greater animation of the frontage to the 'anti-chamber' square to the south are welcomed. The 'kit of parts' proposed for the elevations looks promising but further refinement of the design is still needed, as is further examination of the treatment of stair cores at ground level.

VERDICT –

1. The strategy of the massing, the relationship of the stair core with Station Road, the overall strategy for the elevations and the handling of the public realm, GREEN (5), AMBER (1)

2. The 'kit of parts' for the elevations, the handling of the elevations at ground level, the design of the 'fins' and other components and the planting of the terraced area, GREEN (3), AMBER (2)

The Panel did not raise any concerns about the realignment of the SAR.

5 **OPTIONS**

Option 1

- 5.1 To allow the non-material amendment would enable the SAR to be constructed on its revised alignment.

Option 2

- 5.2 To refuse to allow the non-material amendment would mean that the SAR would need to be constructed in accordance with the approved alignment.

6 **CONCLUSIONS**

- 6.1 There is no statutory definition of 'non-material'. The guidance states that this is because it is so dependent on the context of the overall scheme – what may be material in one context may not be material in another. The local planning authority must be satisfied that the amendment sought is 'non-material' in order to grant an application under S96A.

- 6.2 We have adopted an Amendments Protocol which is used by officers in determining whether an amendment constitutes a 'minor amendment'. This states that 'A useful guide is that if the nature of the amendment is such that it is felt that further consultation/publicity would have been warranted then it is unlikely that the amendment can be treated as 'non-material'.' The Protocol does however recommend consultations be carried out with the Design and Conservation Panel and the Urban Design and Conservation team if matters of design are under consideration.

- 6.3 In this case it is my view that the submissions constitute a non-material amendment. The alignment of the SAR works in technical/highway safety terms in either variant. I consider that benefits can be derived from the alteration in the alignment which allow for a low trafficked environment in the home zone part of the SAR and will facilitate the development of 50/60 Station Road. I do not consider the revised alignment of the SAR as being of significance when viewed in relation to the CB1 development as a whole.

- 6.4 I would recommend that the non-material amendments be approved.

*. **IMPLICATIONS**

- (a) **Financial Implications - None**

- (b) **Staffing Implications - None**
- (c) **Equal Opportunities Implications - None**
- (d) **Environmental Implications – None**
- (e) **Community Safety - None**

BACKGROUND PAPERS: The following are the background papers that were used in the preparation of this report:

Section 96A application for non-material amendments dated 28 October 2011.

To inspect these documents contact Sarah Dyer on extension 7153

The author and contact officer for queries on the report is Sarah Dyer on extension 7153.

Report file:

Date originated: 12 July 2012
Date of last revision: 12 July 2012

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CAMBRIDGE CITY COUNCIL

REPORT OF: Director of Environment and Planning

TO: Planning Committee

25/07/2012

WARDS: Trumpington

CB1 STATION AREA REDEVELOPMENT - DISCHARGE OF STRATEGIC PLANNING CONDITION 48 – DETAILED SCHEME FOR ALTERATIONS TO THE STATION ROAD/SOUTHERN ACCESS ROAD JUNCTION

1 INTRODUCTION

- 1.1 In April 2010 the applicants submitted a detailed plan showing the nature and extent of alterations to the Station Road/Southern Access Road junction to satisfy and discharge planning condition 48 of the planning consent 08/0266/OUT which grants outline approval for the redevelopment of the Station Area. Further information was provided in an explanatory memorandum in May 2010 in response to the comments made by the Highway Authority. This condition was discharged by the Planning Committee at their meeting on 22 September 2010.
- 1.2 An application has now been received for a Non Material Amendment (NMA) to the alignment of the Southern Access Road (SAR). A report that recommends the approval of this NMA appears elsewhere on this agenda. The alteration to the alignment means that effectively condition 48 needs to be 're-discharged' to relate to the amended plans. A previous request to discharge condition 48 that was made in relation to the earlier NMA for the SAR was refused.
- 1.3 The reason for the imposition of this condition on the outline planning permission is to improve accessibility and highway safety in accordance with Cambridge Local Plan 2006 policies 8/2 and 9/9.
- 1.4 In October 2008 when the outline application was considered by Planning Committee it was resolved that conditions 6, 7, 24, 44, 45, 46, 47, 48, 61 and 62 be discharged by Planning Committee and not under officer delegated powers and that condition 43 be discharged subject to agreement with Chair and Spokes of Planning Committee.
- 1.5 This report requests that the Committee discharge condition 48 for the reasons given in the report.

2. RECOMMENDATIONS

- 2.1 That the Committee agree to discharge condition 48 of outline planning permission 08/0266/OUT.
- 2.2 That delegated authority be given to officers to agree an alternative timetable for delivery of the works should such a request is made.
3. **PUBLICITY**
- 3.1 The application for the discharge of planning condition 48 has not been the subject of public neighbour notification, although all the information has been made available on the website via Public Access. This is normal practice for applications of this type.
- 4 **POLICY CONTEXT**
- 4.1 **Cambridge Local Plan**
- Policy 8/2 – Transport Impact
Policy 9/9 – Station Area
- 5 **INTERNAL AND EXTERNAL CONSULTATIONS**
- County Council (Highways)**
- 5.1 Officers of the Highway Authority have not raised any objections to the layout of the junction between Station Road and the realigned SAR as part of the consultation on the NMA or the full planning application for 50/60 Station Road.
- Urban Design and Conservation Team**
- 5.2 The Urban Design and Conservation Team have not raised any objections to the layout of the junction between Station Road and the realigned SAR as part of the consultation on the NMA or the full planning application for 50/60 Station Road.
- 6 **ASSESSMENT**
- 6.1 Condition 48 of the outline planning permission states:
Prior to commencement of development a detailed scheme for alterations of the junction of the proposed Southern Access Road with Station Road shall be submitted to and approved by the local planning authority in writing. The works to the junction shall be implemented in accordance with the approved details in advance of the occupation of any development on Blocks I1, I2, K1, K2, L1, L2, L3, L4, M1 and M2 or in accordance with a timetable agreed in writing by the local planning authority.
- 6.2 The reason for the imposition of this condition on the outline planning permission is in the interests of improving accessibility and highway safety in accordance with Cambridge Local Plan policies 8/2 and 9/9.

- 6.3 The detailed plans show the formation of a new junction at the eastern end of Station Road, which will facilitate the new Southern Access Road to serve the residential and student accommodation developments. The new road will be 10 metres wide (6m carriageway and 2m pavements) and the junction 15 metres wide at its widest point. The junction will finished in granite setts and the road will be hot rolled asphalt with pink granite gravel and granite setts bands in common with the new link road. The road will not be heavily trafficked and there will be no central island. There are no changes to the appearance of the SAR as originally permitted but the alignment and location will be changed. The junction will be approximately 12 metres further east when compared with the previously approved junction.
- 6.4 The works are required to be carried out in advance of occupation of any of Blocks I1, I2, K1, K2, L1, L2, L3, L4, M1 and M2 unless an alternative timescale is agreed. To date no such request has been made and it is my understanding that the SAR and the junction are to be constructed very soon, however in the event that it is I would request that that officers be given delegated powers to deal with such a request. This was agreed in relation to the previous discharge of condition 48.

7 CONCLUSIONS

- 7.1 In my view the information that has been brought forward meets the information requirements set out by Condition 48.

8 IMPLICATIONS

- (a) **Financial Implications** – None.
- (b) **Staffing Implications** (if not covered in Consultations Section) - None
- (c) **Equal Opportunities Implications** - None
- (d) **Environmental Implications** – None
- (e) **Community Safety** - None

BACKGROUND PAPERS: The following are the background papers that were used in the preparation of this report:

CB1 Reports to Planning Committee October 2008, November 2009 and March 2010 and Notice of Decision for application ref. 08/0266/OUT.

Application for discharge of condition 48.

To inspect these documents contact Sarah Dyer on extension 7153.

The author and contact officer for queries on the report is Sarah Dyer on extension 7153.

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Application Number	12/0591/FUL	Agenda Item	
Date Received	11th May 2012	Officer	Mr Toby Williams
Target Date	10th August 2012		
Ward	East Chesterton		
Site	Elizabeth House 1 High Street East Chesterton Cambridge Cambridgeshire CB4 1WY		
Proposal	Change of the use from offices (Class B1) to managed hall of residence for 261 students (use class C2).		
Applicant	United States of America		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> -The change of use is acceptable in principle -Residential amenity is safeguarded -Car parking levels are reduced
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The site is Elizabeth House, a modern 4-storey office block (85m wide) set within its own landscaped grounds facing the Chesterton Road/Elizabeth Way roundabout. The site is approximately 1.05 ha in size. The building is unexceptional in appearance, being constructed in a beige brick with salmon rendered panels between windows. The main entrance is centrally located. To the rear, the building has a single storey wing extending to the north. Within the grounds are approximately 101 car parking spaces, which are interspersed by landscaping consisting of a mixture of deciduous and

coniferous trees, which thicken towards the southern boundary of the site. Access is from Chesterton High Street, which is also shared with Chesterton Nursing Home.

- 1.2 The boundaries of the site consist of a metal railing fence onto the roundabout to the south and a mixture of close-boarded fencing in various states of repair around its perimeter. There is no formal boundary with Chesterton Nursing Home to the east, which is segregated by the continuation of the access road to car and cycle parking provision at the rear of the site and low level landscaping. At ground level, immediately adjacent to building, are a variety of air-conditioning units.
- 1.3 To the north of the site is a modern residential development accessed from Pearl Close. To the north east is Chesterton Medical Centre, whose boundary with the site is defined by an unused gate which, at some point, would have provided an alternative means of access. To the east is Cambanks, a series of flatted 3-storey residencies accessed from Union Lane, separated from the site by a landscaping belt. To the east/southeast is Chesterton Nursing Home, a relatively modern and mainly two-storey cross-shaped building separated from the site by a small car parking court. To the south, across Chesterton High Street, are a series of detached two-storey houses accessed from Hall Court. To the west is Laburnum Close, a series of two-storey semi-detached properties with gardens that abut the application site.
- 1.4 The site is not within a Conservation Area and the building is not listed or locally listed. The site falls outside the controlled parking zone. The building is located within the Air Quality Management Area. There are tree preservation orders on the site protecting numerous trees around its boundaries.

2.0 THE PROPOSAL

- 2.1 The application seeks planning permission for a change of use from offices (Class B1) to managed hall of residence for 261 students (use class C2). The accommodation is intended for students from the Cambridge Education Group (CEG) either attending CATS College, or the Cambridge School of Visual Performing Arts (CSVPA).

- 2.2 Various external changes are proposed, which include: the removal of most of the existing car parking and tarmac; the provision of new landscaping; a synthetic turf multi-use games area; three covered purpose-built cycle parking shelters; the removal of ground level condensing/air conditioning units and their replacement at roof level together with the insertion of solar panels.
- 2.3 Internally, the building will be completely re-fitted to provide study bedrooms, common rooms, reception, social facilities and study rooms. All bedrooms will be en-suite. Kitchens are provided to enable students to prepare food, but there is no large scale catering provided, as this takes place at CEG's central facility in Cambridge. The applicants state that the refurbishment will meet BREEAM very good. There will be no significant change to the facades.
- 2.4 The application is accompanied by the following supporting information:
1. Planning Statement
 2. Design and Access Statement
 3. Sustainability Assessment
 4. Student Management Plan
 5. Statement of Pastoral Principles and Practice
 6. Sustainability Checklist
 7. Transport Statement
 8. Travel Plan
- 2.5 Amended landscaping plans have been received.

3.0 SITE HISTORY

3.1 None relevant

4.0 PUBLICITY

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

Pre-application exhibition of 14 March 2012.

5.0 POLICY

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

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
East of England Plan 2008	CSR1, SS1, SS2, T9, T14, ENV3, ENV7, WM6
Cambridgeshire and Peterborough Structure Plan 2003	P6/1 P9/8 P9/9
Cambridge Local Plan 2006	3/1, 3/4, 3/7, 3/8, 3/11, 4/3, 4/4, 4/13, 5/7, 8/2, 8/3, 8/5, 8/6, 8/16, 10/1

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

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

Considerations	<p>Letter from Secretary of State for Communities and Local Government (27 May 2010)</p> <p>Written Ministerial Statement: Planning for Growth (23 March 2011)</p>
	<p><u>Citywide:</u></p> <p>Arboricultural Strategy</p> <p>Biodiversity Checklist</p> <p>Open Space and Recreation Strategy</p>
	<p><u>Area Guidelines:</u></p> <p>Northern Corridor Area Transport Plan</p>

6.0 CONSULTATIONS

Cambridgeshire County Council (Engineering)

- 6.1 No Objection: The Transport Assessment demonstrates that the proposed use will generate fewer trips than the current use as offices. The site access arrangements will operate satisfactorily. No contribution towards the Northern Corridor Area Transport Plan is required. The reduction in car parking from 101 spaces to 6 spaces and the increase in the no. of cycle parking spaces to 268 resulting in more than one space per student is acceptable. More disabled car parking spaces should be provided. The Travel Plan and Student Management Plan state that students will be instructed that the residence is a car free facility.
- 6.2 Recommends: the provision of a limited number of visitor car parking spaces on-site to avoid overspill into the surrounding area and the submission of a Travel Plan, to include: a parking survey of surrounding streets and financial provision for the introduction of Traffic Regulation Orders if there is evidence of overspill; corporate membership of a car club for staff and students and the provision of a car club space on site if commercially viable for an operator; and discounted bus tickets for students travelling to their place of study.

Head of Environmental Services

- 6.3 No Objection: Recommends a noise assessment and implementation of noise insulation as necessary to protect students from noise from the nearby roads and electricity sub-stations to be secured by condition. Housing Standards advise that the premises will be a licensable HMO.
- 6.4 Proposed conditions include: construction hours, noise insulation from plant, 24/7 Warden and security presence as per the Student Management Plan, restriction on the hours of use of the MUGA, contaminated land and waste storage. Various informatives are proposed.

Access Officer

- 6.5 Seeks 18 rooms for disabled students and disabled car parking. Various internal standards to accommodate disabled users are proposed.

Disability Consultative Panel (Meeting of 20th June 2012)

- 6.6 Awaiting confirmed minutes. These will be reported on the amendment sheet or orally at the meeting.

Head of Landscaping

- 6.7 No objection: Amendments to the original landscaping scheme have been received following negotiations with the Principal Landscape Architect. Final comments are awaited and these will be reported on the amendment sheet or orally at the meeting. The landscaping concept is supported.
- 6.8 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

7.0 REPRESENTATIONS

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

In Objection

- Cambanks, Union Lane (x2)
- 41 Pearl Close
- 43 Pearl Close
- 52 Scholars Walk
- 10 Pepys Court

In Support

Old Chesterton Residents' Association, 119 High Street, Chesterton

7.2 The representations can be summarised as follows:

- Loss of privacy in the evenings and the weekends
 - Noise and disturbance from students, especially in the evenings and weekends
 - Kitchen and bedroom windows will require screening
 - Increased noise from air conditioning units
 - The bin store is located directly adjacent to Cambanks and will cause smell
 - Noise and disturbance from converted store room.
 - Overspill car parking by visitors and students owning cars
 - New 1.8m fencing is too low adjacent to Cambanks
 - Concern regarding the use of the premises out of term-time
 - The area between Cambanks and Elizabeth House could turn into a noisy smoking area for students.
 - Gates should be installed between the nursing home and Elizabeth House.
 - The new plant should be installed to affect the least no. of people.
 - Loss of property value
 - A tree between Elizabeth House and Pearl Close is in poor condition.
-
- The application is an exception in that it re-uses an existing building that is likely to reduce current traffic levels.
 - Local amenity space is provided.
 - The age-range of the students (16-19) is one that is unlikely to cause noise and disturbance.
 - The application will result in the removal of existing air conditioning units, which currently cause noise and disturbance to neighbours.

-The management of the students will be carefully controlled.

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

8.0 ASSESSMENT

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

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

Principle of Development

8.2 The application seeks planning permission for a change of the use from offices (Class B1) to a managed hall of residence for 261 students (use class C2). The development would be for the Cambridge Education Group (CEG) and students attending either CATS or Cambridge School of Performing Arts (CSPVA).

8.3 CATS operates from premises on Round Church Street in central Cambridge and offers a wide range of courses to prepare students to study in UK Universities through A-level courses, international Baccalaureate, specialised programmes for medics and Oxbridge preparation courses. The CSPVA operates from Bridge Street in Cambridge and provides foundation courses in art and design and drama and BA honours degrees in fashion and graphic design. The minimum course length would be 1 year. Students are currently housed in a variety of locations around Cambridge, including housing stock. A large proportion of the students (80-85%) are from overseas. The proposal does not involve language school student occupation.

- 8.4 Policy 5/7 of the Local Plan sets out that the development of supported housing and the development of properties for multiple occupation will be permitted subject to three criteria. These are:
- a) the potential impact on the residential amenity of the local area.
 - b) the suitability of the building or site.
 - c) the proximity of bus stops and pedestrian and cycle routes, shops and other local services.
- 8.5 In relation to criteria (a), I discuss the impact on residential amenity in the relevant residential amenity section below.
- 8.6 In relation to criteria (b), the building would appear entirely suitable for conversion into student accommodation. The floor plan is flexible and well-proportioned for the provision of student rooms accessed off a series of central corridors located on each of the floors. Minor structural alterations are required to facilitate the proposed use. The site is located off a busy roundabout but is set back from the road and has landscaping around its front boundary and space around its sides to easily accommodate bin, cycle and car parking provision.
- 8.7 In relation to criteria (c), there is a bus stop directly outside the main entrance. The site is located in a sustainable location, close to a main transport corridor and within easy walking and cycling proximity to the town centre locations that CEG and CSPVA operate from.
- 8.8 In my opinion, subject to application meeting criteria a) of policy 5/7, the scheme is compliant and should be supported in principle.
- 8.9 Policy 7/10 of Local Plan refers to development proposals for speculative purpose-built student hostel accommodation. This application is not for a purpose-built hostel and is therefore not applicable.
- 8.10 In terms of the proposed loss of approximately 4,000 sqm of B1a office space, there are no current policies that restrict the loss of premises in this use class. This is an issue that is being

explored as part of the Local Plan Review at the Issues and Options stage.

- 8.11 The applicants state that the provision of the student accommodation would free up existing housing stock for family housing. I place minimal weight on this argument. The local planning authority has no control over the vacation by students of houses or their return to family accommodation. In any event, the figure has not been quantified.
- 8.12 In summary, the application is acceptable in principle and accords with policy 5/7 of the Cambridge Local Plan (2006).

Context of site, design and external spaces

- 8.13 There are minimal external alterations proposed to the building. Plant at ground level is to be relocated to the roof and shielded by an array of solar panels. Condition 2 seeks to control the appearance and location of the roof top plant and solar panels.
- 8.14 The change of use will be most perceptible through proposed changes to the external grounds at the front of the building and, to a lesser extent, the rear. The grounds contain numerous mature and semi-mature trees as well as shrub planting, grassed areas and car parks.
- 8.15 The proposals for the landscaped grounds are for the car parks to the front of the building (south) to be replaced with soft landscape and an artificial turf five-a-side football pitch (with 1.2m high timber bounce back fence, not lit) and equipment store. Proposals also include two covered cycle parking facilities, changes to existing parking areas to the rear of the building, the removal of kerbs and hard surfaces resulting in an overall gain of soft (permeable) surface. Proposals also include considerable tree works.
- 8.16 An Arboricultural Impact Assessment has been submitted together with a tree condition survey and plan. The documents identify that, as well as poor tree management, some trees on the site are diseased and have a limited life remaining (less than 10 years remaining contribution). As a result the tree survey plan highlights that several mature trees (mainly *Leylandii*) on the western and southern boundaries should be felled as well as some within the site.

- 8.17 The trees on the southern and western boundaries of the site give a considerable presence to the street scene and an amenity value to the surrounding area by virtue of softening a busy transport corridor and giving screening to and from the residential and commercial properties adjacent. Should permission be granted, the removal of the trees, particularly on the boundaries, will have a visual impact on the area and a loss of some high level screening of the road for some of the residential properties on Laburnum Close and for Elizabeth House itself.
- 8.18 The landscape proposals include replacement tree planting both on the boundaries and within the site which should, in time, give an overall gain in screening and add to the age diversity of the tree planting. As well as tree planting there is also a considerable amount of shrub planting, which will result in effective layered screening between the road and the site.
- 8.19 The Council's Principal Landscaping Officer supports the overall landscaping concept. Conditions are proposed which include adequate protection of retained trees during the construction and agreement on the new planting species mix.
- 8.20 In my opinion, subject to conditions, the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11 and 4/4.

Public Art

- 8.21 The application constitutes a major proposal that triggers a requirement to provide public art, either on-site or through a commuted sum, to a value, which equates to 1% of the capital construction costs of the project.
- 8.22 The supporting planning statement to the application suggests that the S106 could fund a new sign for Chesterton Village as part of the public art contribution. I understand that this is an on-going local project. A cost has not been attributed to it. I am supportive of the suggestion that the public art contribution could be partly or fully used for such a purpose depending on its cost and the value of the 1% contribution.

- 8.23 In my opinion the proposal is compliant with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and 9/8 and Cambridge Local Plan (2006) policies 3/7 and 10/1 and the Public Art SPD 2010. I recommend that a S106 is secured to this effect.

Renewable energy and sustainability

- 8.24 Policy 8/16 requires that major development proposals provide at least 10% of the development's total predicted energy requirements from on-site, renewable energy sources.
- 8.25 In their sustainability assessment, the applicants state that they intend to make alterations through internal glazing and energy performance, including additional insulation that will deliver in excess of the 10% that would be delivered from renewable sources. The applicants also propose to install solar panels on 44sqm of flat roof to heat hot water and air source heat pumps for the heating and cooling of rooms. Detailed calculations have not been undertaken.
- 8.26 In my opinion, the proposed improved energy efficiency of the building is to be welcomed. This will reduce the amount of energy required through the 10% requirement from renewable sources. Subject to a condition (no 3), which secures the 10% requirement as per policy 8/16, the application is supported.

Disabled access

- 8.27 The planning statement sets out that all rooms within the building will be accessible to disabled persons and that eight bedrooms, two on each floor (close to the stair core), have been designed with additional width to assist wheelchair users, including larger en-suites. The front and rear access points to the building are ramped.
- 8.28 In terms of disabled parking provision, the applicants adopt a policy that all students are not allowed to keep cars in Cambridge. An exception to the policy would be made if there were a specific requirement, but from the applicants' experience, it has been preferable that CEG makes any special transport arrangements on behalf of the student/s with a mobility issue. I note that the adopted car parking standards require at least one space for every room specifically designed

for the disabled and that only two disabled spaces are provided in this case (rather than 8). County Council Highways have raised this as an issue.

- 8.29 Whilst the level of provision is contrary to adopted policy, I see good reason in not adhering to the ratio in this case because most students are likely to be between 16-19, from overseas and in the event that they do have a mobility issue, CEG are more than likely to either provide transport for that student themselves or apply their policy in a flexible manner.
- 8.30 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12. In the event that Members do not agree with the officer position, it would be possible to amend the landscaping scheme via a condition to seek 8 disabled spaces rather than two.

Residential Amenity

- 8.31 Any application for student residential accommodation, particularly of this scale, is likely to result in concerns from local residents regarding the impact of the use on residential amenity.
- 8.32 A number of objections have thus been raised in relation to the impact of the proposed change of use from residents of Cambanks and Pearl Close. I discuss these in turn below.

Loss of privacy

- 8.33 There is concern that there will be a loss of privacy from increased overlooking by students, especially at the weekends and evenings.
- 8.34 Cambanks is approximately 24m and Pearl Close approximately 20m from the main rear façade of Elizabeth House. The boundary with Cambanks consists of a number of semi-mature trees that will provide partial screening throughout the year. The trees are mainly within the Cambanks external communal garden. A Horse Chestnut tree stands between Elizabeth House and Pearl Close, is within the application site and is to be retained.

- 8.35 I acknowledge that the change of use will result in additional overlooking into adjacent buildings and spaces from the development in the evenings and weekends. This would be partially mitigated by the existing landscaping. I am also mindful that the distance between the respective buildings is, in my opinion, reasonable. Furthermore, I would expect that during the course of the day, students are more than likely to be within one of the two student teaching centres in the city centre and that overlooking during these times may be less than at present. I do not consider it reasonable to condition the screening of kitchen and bedroom windows. This would reduce the amenity for the students to an unacceptable level.

Noise and disturbance

- 8.36 There is concern from objectors that there will be an increase in activity at the site during the evenings and weekends which will impact on the amenity of the residents of Cambanks and Pearl Close.
- 8.37 I accept that there may be an increase in activity at the site during these times. However, the design of the front external environment to Elizabeth House greatly improves the amenity space and landscape function for students. Most students who do choose to socialise will do so here, rather than at the rear, as it will be a larger, more desirable space. I do not consider that it would be necessary to insist on the installation of gates between the nursing home and Elizabeth House to avoid socialising in the rear area of the site
- 8.38 The applicants have submitted a student management plan. This provides contact details for the community to CATS Chief Operating Officer. In addition, the building itself will have an on-site Director of Housing and Students. This individual will be available at all times to answer any questions or address concerns from neighbours. There will also be a 24/7 security presence.
- 8.39 The management plan includes reference to a student Code of Behaviour and specifically states that 'students will be advised that the areas of the northern side of the building are not to be used as a social space so to as avoid any adverse impact on residential neighbours'.

- 8.40 In my opinion, the site has been laid out and landscaped to avoid potential nuisance to neighbours. The management plan appears to have appropriately considered potential issues arising. Members of the public should feel confident that there is clear line of communication to on-site management personnel to ensure issues are resolved quickly and effectively.

Other Amenity Issues

- 8.41 Concern has been raised regarding the potential increase in noise from additional air conditioning units to be placed on the roof. In my opinion, the removal of most of the existing plant from ground level around the building will reduce the noise impact. I propose condition 4 to deal with the insulation of the new plant, which will be at roof level, to ensure it is within acceptable noise limits. I note that the Old Chesterton Residents' Association support this aspect of the proposal.
- 8.42 The landscaping plans show a new bin store (accommodating 8 bins) located in close proximity to the external garden area of 40-45 Cambanks. There is concern that it will cause smell to the detriment of existing residents. I agree that the location of the bin store is not ideal. I propose condition 5 to ensure that an alternative location for the store is agreed with the Local Planning Authority prior to the commencement of the use.
- 8.43 There is a small store-room proposed on the boundary with 40-45 Cambanks. I do not consider that its use will pose a significant impact on residential amenity.
- 8.44 There is concern that the premises could be used outside term-time for conferencing. The application documents do not indicate this is the intention. However, given the location of the site, this could prove to be an attractive possibility. Given the lack of on-site car parking and that any such temporary uses would be outside of planning control, I intend to remove, by way of a clause in the S106, the ability of the applicants to operate the premises in this manner.
- 8.45 In my opinion, the use of the site as a temporary conferencing facility or equivalent temporary use would, due to its location and lack of on-site car parking, result in significant overspill of parking on local streets not within the CPZ, such as Laburnum Close. This would be to the detriment of residential amenity.

- 8.46 Conversely, I do not consider it likely that a problem would arise regarding overspill car parking by visitors or students owning cars due to the controls the applicants seek to impose on car ownership. This could be secured via a S106 obligation.

Summary

- 8.47 In my opinion, the impact on residential amenity will be acceptable. Subject to a condition to ensure that the submitted management plan is implemented, conditions to control noise from plant, the relocation of the bin store, a S106 to prohibit student ownership of a car within Cambridge and the removal of conferencing as a temporary use, the application is in accordance with Local Plan policy 5/7, criteria a).

Amenity for future occupiers of the site

- 8.48 City Council Environmental Health recommend a noise assessment and subsequent implementation of noise insulation as necessary to protect students from noise from the nearby roads and electricity sub-stations. This is to be secured by conditions. I agree with this advice and seek to impose conditions 6 and 7.
- 8.49 In my opinion, given the landscaping improvement to the front of the site, the proposal will provide a high-quality living environment for students. The application is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12.

Highway Safety

- 8.50 No objections have been raised by the County Council with regard to highway safety or transport impact. The Transport Assessment demonstrates that the access arrangements are suitable for the change of use and that the proposed use will generate fewer trips than the current use as offices.
- 8.51 County advice recommends the submission of a Travel Plan, to include a parking survey of surrounding streets and financial provision for the introduction of Traffic Regulation Orders if there is evidence of overspill. I intend to secure the agreement of the Travel Plan through the S106 agreement, which would also include the potential for corporate membership of a car

club for staff and students, the provision of a car club space on site if commercially viable for an operator and discounted bus tickets for students travelling to their place of study.

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

Car and Cycle Parking

- 8.53 The application proposed a reduction in car parking from 101 spaces to 6 spaces and the increase in the number of cycle parking spaces to 268 resulting in more than one space per student. The quantum of both general car parking and cycle parking accords with the adopted standards. The revised external layout incorporates a pick-up and drop-off area. Condition 8 seeks the details of the bike shelters proposed.
- 8.54 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

Third Party Representations

- 8.55 The impact of the scheme on residential amenity has been considered in the relevant section above. One objection raises the issue of loss of property value. This is not a planning consideration.

Planning Obligations

- 8.56 The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests then it is unlawful. The tests are that the planning obligation must be:
- (a) necessary to make the development acceptable in planning terms;
 - (b) directly related to the development; and
 - (c) fairly and reasonably related in scale and kind to the development.
- 8.57 In bringing forward my recommendations in relation to the Planning Obligation for this development I have considered

these requirements. The Planning Obligation Strategy (2010) provides a framework for expenditure of financial contributions collected through planning obligations. The Public Art Supplementary Planning Document 2010 addresses requirements in relation to public art. The applicants have indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Strategy and relevant Supplementary Planning Documents. The proposed development triggers the requirement for the following community infrastructure: open space, public art, a travel plan, S106 monitoring. In addition, the applicants have indicated their willingness for the S106 to control the nature of the student occupation to ensure that it is not occupied on a seasonal basis for language student use.

Open Space

- 8.58 The Planning Obligation Strategy requires that all new residential developments contribute to the provision or improvement of public open space, either through provision on site as part of the development or through a financial contribution for use across the city. The proposed development requires a contribution to be made towards open space, comprising outdoor sports facilities, indoor sports facilities and informal open space. The total contribution sought has been calculated as follows.

Outdoor sports facilities					
Type of unit	Persons per unit	£ per person	£per unit	Number of such units	Total £
studio	1	238	238	261	£62, 118
1 bed	1.5	238	357		
2-bed	2	238	476		
3-bed	3	238	714		
4-bed	4	238	952		
Total					£62, 118

Indoor sports facilities					
Type of unit	Persons per unit	£ per person	£per unit	Number of such	Total £

				units	
studio	1	269	269	261	£70,209
1 bed	1.5	269	403.50		
2-bed	2	269	538		
3-bed	3	269	807		
4-bed	4	269	1076		
Total					£70,209

Informal open space					
Type of unit	Persons per unit	£ per person	£per unit	Number of such units	Total £
studio	1	242	242	261	£63,162
1 bed	1.5	242	363		
2-bed	2	242	484		
3-bed	3	242	726		
4-bed	4	242	968		
Total					£63,162

8.59 The applicants state that the application site provides sufficient informal open space to meet the needs of their students. The nature of the space provided on site is private communal landscaped garden/amenity space. It is not informal public open space. It is unrealistic to assume that future students would not place an additional demand on informal open spaces locally. In my opinion, the sought contribution is justified.

8.60 The applicants state that CEG students all have access to Anglia Ruskin University (ARU) and Cambridge University (CU) formal open space and indoor sports facilities via an arrangement with those institutions. The Planning Obligation Strategy provides a mechanism whereby full contributions will not be sought if the accommodation is directly linked to a College by a S106 agreement and that adequate provision of those facilities is made by that College.

8.61 The accommodation is for CEG students and not for College students. There is no evidence put forward by the applicants with regard to such an agreement with ARU or CU. There is no guarantee that such an agreement would continue into the foreseeable future or for what period it covers. Further, given my knowledge of the location of Cambridge University formal

open space and indoor sports facilities, I cannot be certain that CEG students would be likely to use those facilities.

- 8.62 Subject to the completion of a S106 planning obligation to secure the full requirements of the Planning Obligation Strategy (2010) and the Cambridge City Council Open Space Standards Guidance for Interpretation and Implementation (2010), I am satisfied that the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and P9/8, Cambridge Local Plan (2006) policies 3/8 and 10/1 and the Planning Obligation Strategy 2010. I will report any further evidence put forward by the applicants to substantiate their S106 position on the amendment sheet or orally at the meeting.

Public Art

- 8.63 The development is required to make provision for public art and officers have recommended, as set out in paragraphs 8.21 to 8.23 above, that in this case a commuted sum would be appropriate.
- 8.64 Subject to the completion of a S106 planning obligation to secure this infrastructure provision, I am satisfied that the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and 9/8, Cambridge Local Plan (2006) policies 3/7 and 10/1 and the Public Art SPD 2010.

Monitoring

- 8.65 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to the costs of monitoring the implementation of planning obligations. The costs are calculated according to the heads of terms in the agreement. The contribution sought will be calculated as £150 per financial head of term and £300 per non-financial head of term. Contributions are therefore required on that basis.

Planning Obligations Conclusion

- 8.66 It is my view that the planning obligation is necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the Planning Obligation passes the tests set by the Community Infrastructure Levy Regulations 2010.

9.0 CONCLUSION

- 9.1 The principle of the change of use is acceptable. The application adequately respects the residential amenity of its neighbours. Subject to conditions and a S106 agreement, the application is supported.

10.0 RECOMMENDATION

1. **APPROVE** subject to the satisfactory completion of the s106 agreement by 17 October 2012 and subject to the following conditions and reasons for approval:

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

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

2. Prior to their installation, full details of the plant and solar panels shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details and shall be retained as such unless otherwise agreed in writing by the Local Planning Authority.

Reason: To preserve the appearance of the building.
(Cambridge Local Plan 2006, policy 3/7)

3. Prior to commencement of development full details of the renewable energy technology shall be submitted to and approved in writing by the Local Planning Authority. These details shall include calculations to demonstrate that the chosen technology can achieve the 10% reduction required by policy 8/16 of the Cambridge Local Plan (2006). The proposed on-site renewable energy technologies shall be fully installed and operational prior to the occupation of any approved buildings and shall thereafter be maintained in accordance with a maintenance programme, which shall be submitted to and approved in writing by the local planning authority prior to the commencement of development. The renewable energy technologies shall remain fully operational in accordance with the approved maintenance programme, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of reducing carbon dioxide emissions (Cambridge Local Plan 2006 policy 8/16).

4. Before the development/use hereby permitted is occupied, a scheme for the insulation of the building(s) and/or plant in order to minimise the level of noise emanating from the said building(s) and/or plant shall be submitted to and approved in writing by the local planning authority and the scheme as approved shall be fully implemented before the use hereby permitted is commenced.

Reason: To protect the amenity of nearby properties. (Cambridge Local Plan 2006, policies 3/7 and 4/13)

5. Prior to the commencement of the use hereby permitted, full details of the on-site storage facilities for waste, which shall include a revised location for the storage facility, including waste for recycling, shall be submitted to and approved in writing by the local planning authority. Such details shall identify the specific positions of where wheelie bins, recycling boxes or any other means of storage will be stationed and the arrangements for the disposal of waste. The approved facilities shall be provided prior to the commencement of the use hereby permitted and shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

Reason; To protect the amenities of nearby residents/occupiers and in the interests of visual amenity. (East of England Plan 2008 policy ENV7 and Cambridge Local Plan 2006 policies 3/4 and 4/13)

6. a. Prior to the occupation of the development a noise report prepared in accordance with the provisions of PPG 24 'Planning and Noise', that considers the impact of noise on the Elizabeth Way and High Street Chesterton façades upon the proposed development shall be submitted in writing for consideration by the local planning authority.
- b. Following the submission of the PPG 24 noise report and prior to the occupation of development, a noise insulation scheme for protecting the affected residential student units from noise as a result of the proximity of the student rooms to high ambient noise levels on the Elizabeth Way and High Street Chesterton façades (dominated by traffic and vehicle noise), shall be submitted to and approved in writing by the local planning authority.

The scheme shall detail the acoustic noise insulation performance specification of the external building envelope of the affected residential student units (having regard to the building fabric, glazing and ventilation) and achieve the internal noise levels recommended in British Standard 8233:1999 'Sound Insulation and noise reduction for buildings-Code of Practice'.

The scheme as approved shall be fully implemented before the use hereby permitted is commenced and prior to occupation of the residential units and shall not be altered without prior approval.

Reason: To protect the amenity of the proposed student residential accommodation. (Cambridge Local Plan 2006, policies 3/7 and 4/13)

7. No development shall commence until details of facilities for the covered, secured parking of bicycles for use in connection with the development hereby permitted shall be submitted to and approved by the local planning authority in writing. The approved facilities shall be provided in accordance with the approved details before use of the development commences.

Reason: To ensure appropriate provision for the secure storage of bicycles. (Cambridge Local Plan 2006 policy 8/6)

8. The student accommodation provided shall be managed in accordance with The Student Management Plan submitted with the application. A warden or similar shall be present on site whenever students are in residence.

Reason: To protect the amenity of nearby properties. (Cambridge Local Plan 2006, policy 3/7)

9. Details of the specification and position of fencing, or any other measures to be taken for the protection of any trees from damage during the course of development, shall be submitted to the local planning authority for its written approval, and implemented in accordance with that approval before any equipment, machinery or materials are brought onto the site for the purpose of development (including demolition). The agreed means of protection shall be retained on site until all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with this condition, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local planning authority.

Reason: To protect the visual amenity of the area and to ensure the retention of the trees on the site. (East of England Plan 2008 policy ENV7 and Cambridge Local Plan 2006 policies 3/4, 3/11, 3/12 and 4/4)

10. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (eg drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (East of England Plan 2008 policy ENV7 and Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

11. Before the development hereby permitted is commenced details of the following matters shall be submitted to and approved by the local planning authority in writing.
- i) contractors access arrangements for vehicles, plant and personnel,
 - ii) contractors site storage area/compound,
 - iii) the means of moving, storing and stacking all building materials, plant and equipment around and adjacent to the site,
 - iv) the arrangements for parking of contractors vehicles and contractors personnel vehicles.

Thereafter the development shall be undertaken in accordance with the approved details.

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

12. No development approved by this permission shall be commenced prior to a contaminated land assessment and associated remedial strategy, being submitted to the Local Planning Authority and receipt of approval of the document/documents from the Local Planning Authority. This applies to paragraphs a), b) and c). This is an iterative process and the results of each stage will help decide if the following stage is necessary.
 - (a) The contaminated land assessment shall include a desk study to be submitted to the LPA for approval. The desk study shall detail the history of the site uses and propose a site investigation strategy based on the relevant information discovered by the desk study. The strategy shall be approved by the Local Planning Authority prior to investigations commencing on site.
 - (b) The site investigation, including relevant soil, soil gas, surface and groundwater sampling, shall be carried out by a suitable qualified and accredited consultant/contractor in accordance with a quality assured sampling and analysis methodology.
 - (c) A site investigation report detailing all investigative works and sampling on site, together with the results of the analysis, risk assessment to any receptors and a proposed remediation strategy shall be submitted to the Local Planning Authority. The Local Planning Authority shall approve such remedial works as required prior to any remediation commencing on site. The works shall be of such a nature as to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters. No development approved by this permission shall be occupied prior to the completion of any remedial works and a validation report/s being submitted to the Local Planning Authority and receipt of approval of the document/documents from the Local Planning Authority. This applies to paragraphs d), e) and f).
 - (d) Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance.

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

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

Reason: To protect the amenity of future residents. (Cambridge Local Plan 2006, policies 3/7 and 4/13)

13. Except with the prior written agreement of the local planning authority in writing no construction work or demolition shall be carried out or plant operated other than between the following hours: 0800 hours to 1800 hours Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

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

14. Except with the prior agreement of the local planning authority in writing, there should be no collection or deliveries to the site during the demolition and construction stages outside the hours of 0700 hrs and 1900 hrs on Monday - Saturday and there should be no collections or deliveries on Sundays or Bank and public holidays.

Reason: Due to the proximity of residential properties to this premises and that extensive refurbishment will be required, the above conditions are recommended to protect the amenity of these residential properties throughout the redevelopment in accordance with policies 4/13 and 6/10 of the Cambridge Local Plan (2006)

INFORMATIVE: This planning permission should be read in conjunction with the associated deed of planning obligation prepared under s.106 of the Town and Country Planning Act 1990 (as amended). The applicant is reminded that under the terms of the s106 Agreement you are required to notify the City Council of the date of commencement of development.

INFORMATIVE: The applicants attention is drawn to the Access Officer's consultation response regarding the internal layout of the building to ensure that it meets the needs of disabled students under Part M of the Building Regulations

Reasons for Approval

1.This development has been approved subject to conditions and the prior completion of a section 106 planning obligation (/a unilateral undertaking), because subject to those requirements it is considered to conform to the Development Plan as a whole, particularly the following policies:

East of England plan 2008: CSR1, SS1, SS2, T9, T14, ENV3, ENV7, WM6

Cambridgeshire and Peterborough Structure Plan 2003: P6/1, P9/8, P9/9

Cambridge Local Plan (2006): 3/1, 3/4, 3/7, 3/8, 3/11, 4/4, 4/13, 5/7, 7/10, 8/2, 8/3, 8/5, 8/6, 8/16, 10/1

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

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

2. Unless prior agreement has been obtained from the Head of Planning, in consultation with the Chair and Spokesperson of this Committee to extend the period for completion of the Planning Obligation required in connection with this development, if the Obligation has not been completed by 17 October 2012, or if Committee determine that the application be refused against officer recommendation of approval, it is recommended that the application be refused for the following reason:

The proposed development does not make appropriate provision for public open space, public art, travel plan, occupation and temporary use restrictions and monitoring in accordance with Cambridge Local Plan 2006 policies 3/4, 3/7, 3/8, 3/12, 5/5, 5/7, 7/10, 5/14, 8/3 and 10/1 (Cambridgeshire and Peterborough Structure Plan 2003 policies P6/1 and P9/8 and as detailed in the Planning Obligation Strategy 2010, the Public Art Supplementary Planning Document 2010, the Open Space Standards Guidance for Interpretation and Implementation 2010.

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

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

Under Section 100D of the Local Government Act 1972, the following are “background papers” for each report on a planning application:

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

These papers may be inspected on the City Council website at:
www.cambridge.gov.uk/planningpublicaccess
or by visiting the Customer Service Centre at Mandela House.

Key to proposals

- 1 Existing surfaces for parking removed and replaced with recreational area comprising turfed lawn, mown grass, sports surface and paths.
- 2 Raised paved area outside main entrance at floor level (300mm above site). Existing kerbs and ratings retained. Four steps, handrails and seating.
- 3 Car and taxi drop-off area in buff coloured aggregate for visual definition. Edges in a continuous small unit belated curb to vehicle overrun and take access.
- 4 New 3.0m C&G edge.
- 5 Bicycle parking for east wing. Design to comprise the south and east side climbing plant screens to visually screen with adjacent tree canopy. Dimensions of rows and aisles to comply with CCC standards. Fencing 1.5m high on three sides. Slate coloured concrete block paving.
- 6 Bicycle parking for west wing. Design as for west wing parking. Aisle width allows service access to boiler and electrical plant rooms.
- 7 Existing substantial cycle parking fixtures and walls removed and replaced with new roads and shelters. Design generally as per shelters to front but existing wall screens.
- 8 Existing access arrangements for Nursing Home retained. Private provision access to rear of Elizabeth House.
- 9 Existing parking broken out and replaced with climbing areas adjacent to the building on both sides. Provides access to ground floor rooms.
- 10 Service and parking area reorganised to accommodate cycle and turning head for refuse vehicle. Turning area releases refuse collection to rear of building and Nursing Home without vehicle reversing past car and cycle parking areas.
- 11 Paving reduced and repositioned. Four standard and two disabled access spaces.
- 12 New access for repositioning and refuse bins (if no 'wardour' accommodation). Broken fences with ramp rails and gates take the lane and prevent unsafe returns.
- 13 Existing electric sliding vehicle access gate and pedestrian gate retained (access staff only).
- 14 Artificial simulated ball sports surface. Minimum F4 size for football free-throw. 1200mm high vertical fence back fence on all sides. Two spring loaded pedestrian gates opening outwards for safety. Stone building adjacent to secure games equipment.
- 15 Path to sport enclosure, bench for gate.
- 16 Five lighting vehicle access in reinforced grass (proprietary system of nylon mesh and subgrade mesh). Provides access to within two metres of south elevation. Drive to rear provides access to east wing and single storey rear wing.
- 17 Existing small tin store building converted to use as grounds maintenance equipment store.
- 18 Area to rear enclosed with gates and fencing. Emergency access only. All conditioning equipment removed.
- 19 Tree surgery undertaken by all trees in accordance with pre-development survey and recommendations. Required for safety of residents, neighbours and users of Highways and to order to maximize remaining life span.
- 20 Existing hard retained and paved with native ground cover plants.
- 21 Existing vehicle and pedestrian access gates removed. Metal railings on street boundary retained and repositioned.
- 22 New timber panel fence on concrete slab paths to boundary with Laburnum Close and Commons (1.8m) and bicycle parking screen (1.4m).
- 23 Existing paved areas retained. Surfaces and gradients (including labour paving) comply with Part 8 of the Building Regulations.
- 24 Primary footpaths surfaced by proprietary system of resin bound ball coloured aggregate.

Existing trees to be felled

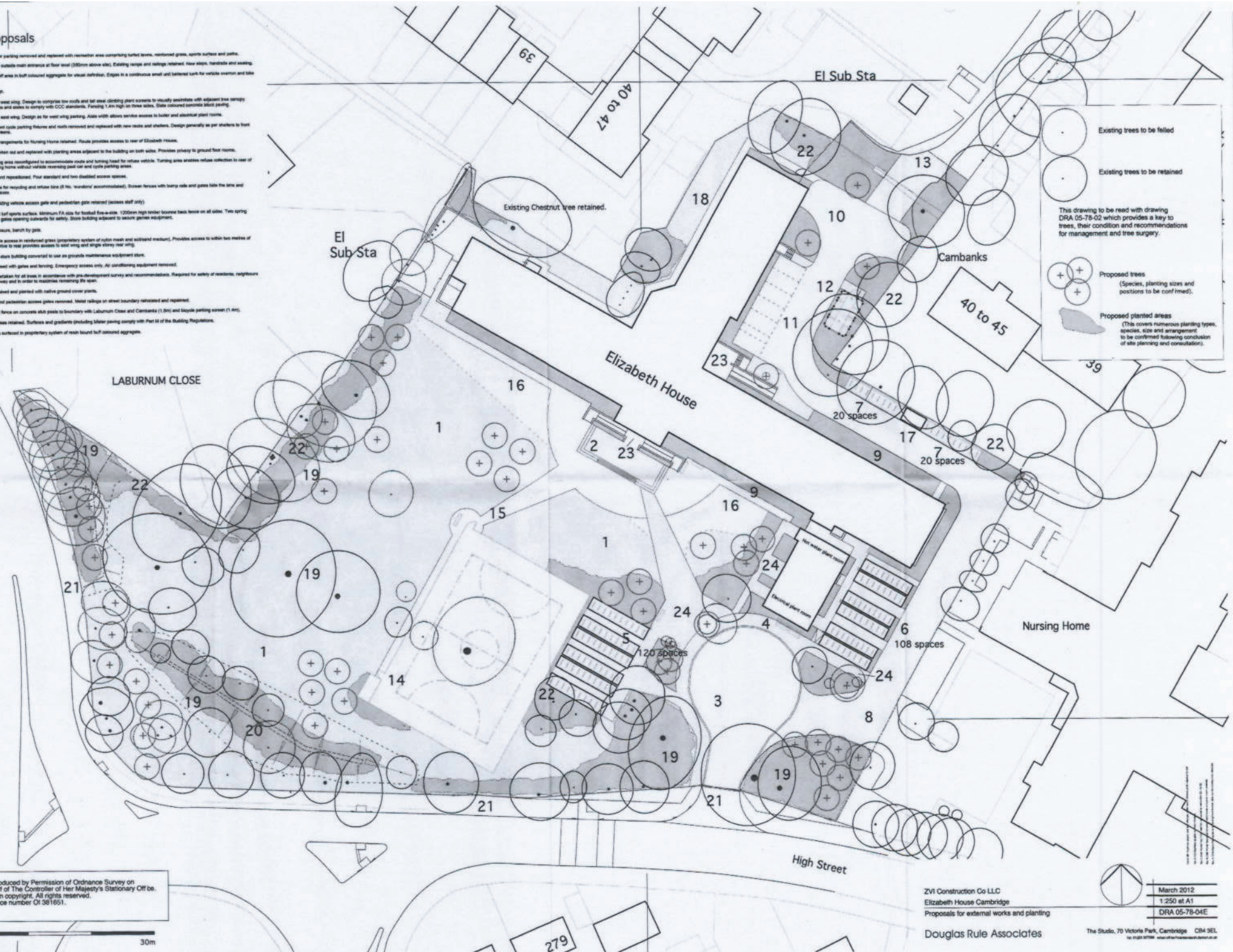
Existing trees to be retained

This drawing to be read with drawing DRA 05-78-02 which provides a key to trees, their condition and recommendations for management and tree surgery.

Proposed trees
(Species, planting sizes and positions to be confirmed).

Proposed planted areas
(This covers numerous planting types, species, size and arrangement to be confirmed following conclusion of site planning and consultation).

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metres 30m

ZVI Construction Co LLC
Elizabeth House Cambridge
Proposals for external works and planting
Douglas Rule Associates

March 2012
1:250 at A1
DRA 05-78-04E
The Studio, 70 Victoria Park, Cambridge CB4 3EL
Tel: 01223 577398 email: info@the-studio.cam.ac.uk

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CAMBRIDGE CITY COUNCIL

REPORT OF: Head of Planning Services

TO: Planning Committee

25/07/2012

WARDS: Newnham

WEST CAMBRIDGE SPORTS CENTRE - VARIATION OF THE SECTION 106 WORDING TO SECURE WIDER PUBLIC ACCESS

BACKGROUND

- 0.1 In September 2011 the University of Cambridge submitted planning applications to both Cambridge City Council and South Cambridgeshire District Council for a mixed use development, known as North West Cambridge (NW Cambridge), which includes 3000 dwellings, 2000 student units, and 100,000 sqm of employment space, along with associated primary school, community facilities, retail space, open space and infrastructure. The applications have been submitted in response to the North West Cambridge Area Action Plan (NWCAAP), adopted in October 2009. The locations of both the NW Cambridge site, and the West Cambridge site are attached as Appendix A.
- 0.2 Policy NW23 of the NWCAAP, relating to open space and recreation, requires the provision of indoor sports to mitigate the impact of that development. The indoor sports provision covers both sports hall-based activities and swimming pools. The proposed NW Cambridge development would, under the open space standards, require 0.5 of a sports hall and 0.1 of a swimming pool.
- 0.3 In order to meet these standards, and mitigate the impact of the NW Cambridge development, the applicants have proposed to widen the scope of public access to the new sports centre on the West Cambridge site, recently approved at the detailed stage by this committee. Consideration of this issue in the context of the wider community infrastructure aspects will form part of the Head of Planning Services report on the outline application to the Joint Development Control Committee in due course. However, the extended public access to the West Cambridge facilities has to be considered first by City Planning Committee, given the original decision on the West Cambridge outline permission lies with the remit of this Committee.
- 0.4 Public access would be available for phase 1 of the sports centre, which includes a main sports hall, multi-purpose sports rooms, weights rooms, fitness suite with entrance hall and café. The development commenced on

site in April 2012 and is expected to open in September 2013. Public access would also be available for subsequent phases, such as the swimming pool, which forms the second phase of the development. (A commuted sum secured by S106 for a swimming pool contribution from the NW Cambridge development be secured through the S106 for the NW Cambridge development and, in the first instance, be directed to the West Cambridge facility. The applicant is currently undertaking business planning for the second phase of the development, with the expectation that it will be delivered as soon as it is financially viable following the opening of phase 1.

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The West Cambridge Site is a major academic development, undertaken by the University of Cambridge, allocated as Site 7.06 (Policy 7/6) in the Cambridge Local Plan (2006). The 66.5 hectare site, allocated for higher education use, provides B1(b) uses, sui generis research institutes, staff and student housing, sports and other shared facilities. The site gained outline planning approval, including an approved Masterplan in 1999, which identifies the uses and floorspace within each of the individual plots on the site. In 2004 the local planning authority approved a revised Masterplan.
- 1.2 The West Cambridge Site is situated between Madingley Road to the north; the M11 to the west; Clark Maxwell Road to the east, and greenbelt land, beyond the Coton footpath, to the south. The proposed sports centre falls within plot B of the approved Masterplan, situated to the south of the campus, the boundary of which has thick tree cover. The boundary of Plot B also follows the route of the Coton footpath/cycleway, which goes through two 90 degree bends.
- 1.3 The sports centre site is within the main academic core of the West Cambridge site, with its west boundary fronting onto the newly constructed lake. To the north is the main east-west cycle route through the campus and the new building for Materials Science and Metallurgy.
- 1.4 To the north of the site, the land between Madingley Road, Huntingdon Road and the M11 is currently subject to the planning application highlighted in paragraph 0.1 above, which will be determined at the Joint Development Control Committee imminently.
- 1.5 The site does not fall within a Conservation Area.

2.0 THE PROPOSAL

- 2.1 The proposal is to vary the original Section 106 (S106) agreement (C/97/0961/OP), between the applicant and the local authority, in respect of public access to the sports centre on the site.
- 2.2 Currently the wording within the fourth schedule of the S106 states, in relation to Public Access to Sports Facilities that:

“Prior to use of any sports facilities to agree with the Council times at which recognised sports or community groups operating within Cambridge may have access to sports facilities”.

2.3 It is proposed through a variation to the S106 for this wording to be replaced by:

*“Prior to use of any sports facilities to agree with the Council times at which **the public** may have access to sports facilities”.*

2.4 The application is brought before members as this Committee granted the original permission, and therefore that same Committee should endorse any variation to the original agreement.

3.0 SITE HISTORY

Reference	Description	Outcome
97/0961/OP	Outline application for the development of 66.45ha of land for University academic departments, research institutes, commercial research, landscaping, sports centre, shared amenities, university residential accommodation, park and cycle and new access.	Approved
01/1229/FUL	Erection of part two and part three storey building for sports (14,042 sqm) and academic (618 sqm) use.	Approved
07/0252/FUL	Erection of part two storey and part three storey building for sports (renewal of planning consent ref: C/01/1299/FP).	Approved
10/0409/EXP	Erection of part two storey and part three storey building for sports (renewal of planning consent ref: C/01/1299/FP).	Approved
	Reserved matters application (access, appearance, landscaping, layout and scale) for phase 1 of the West Cambridge Sports Centre pursuant to outline approval C/97/0961/OP.	Approved

3.1 The decision notice for the sports centre 11/0979/REM is attached to this report as Appendix B.

4.0 PUBLICITY

4.1 The proposal is for a variation to the S106 only and is not a new application, therefore no new publicity or public consultation has taken place.

5.0 POLICY

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

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
East of England Plan 2008	ENV7
Cambridge Local Plan 2006	3/8, 5/13, 5/14, 6/2, 7/6
Area Action Plan	North West Cambridge Area Action Plan (2009)

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

Central Government Guidance	National Planning Policy Framework March 2012 Circular 11/95 Community Infrastructure Levy Regulations 2010
Supplementary Planning Documents	Planning Obligation Strategy
Material Considerations	<u>Central Government:</u> Letter from Secretary of State for Communities and Local Government (27 May 2010) Written Ministerial Statement: Planning for Growth (23 March 2011)
	<u>Citywide:</u> Open Space and Recreation Strategy Cambridgeshire Quality Charter for Growth
	<u>Area Guidelines:</u> West Cambridge Masterplan Design Guidelines

6.0 CONSULTATIONS

Head of Arts and Recreation

- 6.1 Informal consultation has taken place with the Head of Arts and Recreation who is supportive of the proposal.

7.0 REPRESENTATIONS

- 7.1 No representations have been received

8.0 ASSESSMENT

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

- Extant outline permission and reserved matters approval
- Policy Compliance
- Management Arrangements
- Access to facilities

Extant Outline Permission and Reserved Matters Approval

- 8.2 The proposal to vary the S106 in association with the outline permission has no impact upon the Masterplan itself, or any design implications for the sports centre scheme as approved. There is no requirement to vary any associated conditions.

Policy Compliance

- 8.3 Policy 6/2 of the Cambridge Local Plan states that development for the provision or improvement of a leisure facility will be permitted if (Criterion a) it improves the range, quality, and accessibility of facilities. The proposed variation is entirely consistent with this policy, and therefore should be supported.

Management Arrangements

- 8.4 The recently approved reserved matters application for phase 1 of the sports centre contains a condition, which states:

“Prior to first use of the sports centre, a management strategy for the use of the building hereby permitted, which will include the level of access for members of the public, sports and community groups, shall be submitted to, and approved in writing by the local planning

authority. The development shall then be run in accordance with the management strategy with such further variations as the City Council may agree in writing.”

- 8.5 The University have committed to develop a management strategy in consultation with sports and recreation officers from Cambridge City Council and South Cambridgeshire District Council, as well as building on the University’s existing links with organised sports and recreation groups across the City. This condition allows for a wider scope of use of the sports centre, complementing the changes proposed through this variation. The sports centre will then be managed in accordance with the approved strategy as secured through the above condition.
- 8.6 The business planning has identified sufficient capacity to allow for managed public access to the sports centre. Access to the facility will require an affordable annual registration fee, to be paid by all users (University and public users). For 2013-2014 the fee for non-University members is likely to be set between £30- £40 per annum.
- 8.7 Members will have access to fitness classes, the fitness suite and sports hall on a paid basis. Non-members will have access to scheduled fitness classes, where booked in advance. The cost of these facilities will be in line with pricing policies for similar standard local authority facilities.

Access to Facilities

- 8.8 The sports centre is situated within land owned by the University. The roads and footpaths within the site are not adopted, and are not designated Public Rights of Way. Physical access to the sports centre is secured through the existing S106 legal agreement that makes provision ‘to allow public access through the land in accordance with the spirit and intention of Figure 34 of the Masterplan’. Figure 34 is attached as appendix C.
- 8.9 Improvements to the existing junction with JJ Thompson Avenue and a proposed new junction opposite High Cross, which will serve as access points into the NW Cambridge development are proposed through that application. These improvements, along with cycle and pedestrian upgrades secured through both the West Cambridge S106 and the NW Cambridge S106 (subject to permission), will ensure that the facility is accessible from the neighbouring development and areas beyond.

9.0 CONCLUSION

- 9.1 The proposed variation results in a facility that is more accessible to the wider public. There are no other implications for the design of the sports centre, or the wider Masterplan/outline consent and therefore this proposal is supported by officers, and conforms with planning policy.
- 9.2 Execution of this variation depends on whether or not the Joint Development Control Committee approves the outline application, both in terms of indoor

sport, and the development as a whole. The recommendation is therefore worded as such.

10.0 RECOMMENDATION

APPROVE variation of the section 106 wording to secure wider public access

- (i) **As set out in paragraph 2.3,**
- (ii) **Any associated variations required to definitions etc. within the agreement to be consistent, and**
- (iii) **Subject to the granting of approval by the Joint Development Control Committee of planning applications C/11/1114/OUT and S/1886/11**

Reasons for Approval

This variation has been approved because, subject to the requirements set out above, it is considered to conform to the Development Plan as a whole, particularly the following policies:

East of England plan 2008: ENV7

Cambridge Local Plan (2006): 3/8, 5/13, 5/14, 6/2, 7/6

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

IMPLICATIONS

- (a) **Financial Implications - None**
- (b) **Staffing Implications - None**
- (c) **Equal Opportunities Implications –** The proposal will create equal opportunity for all residents to use the facilities.
- (d) **Environmental Implications – None**
- (e) **Community Safety - None**

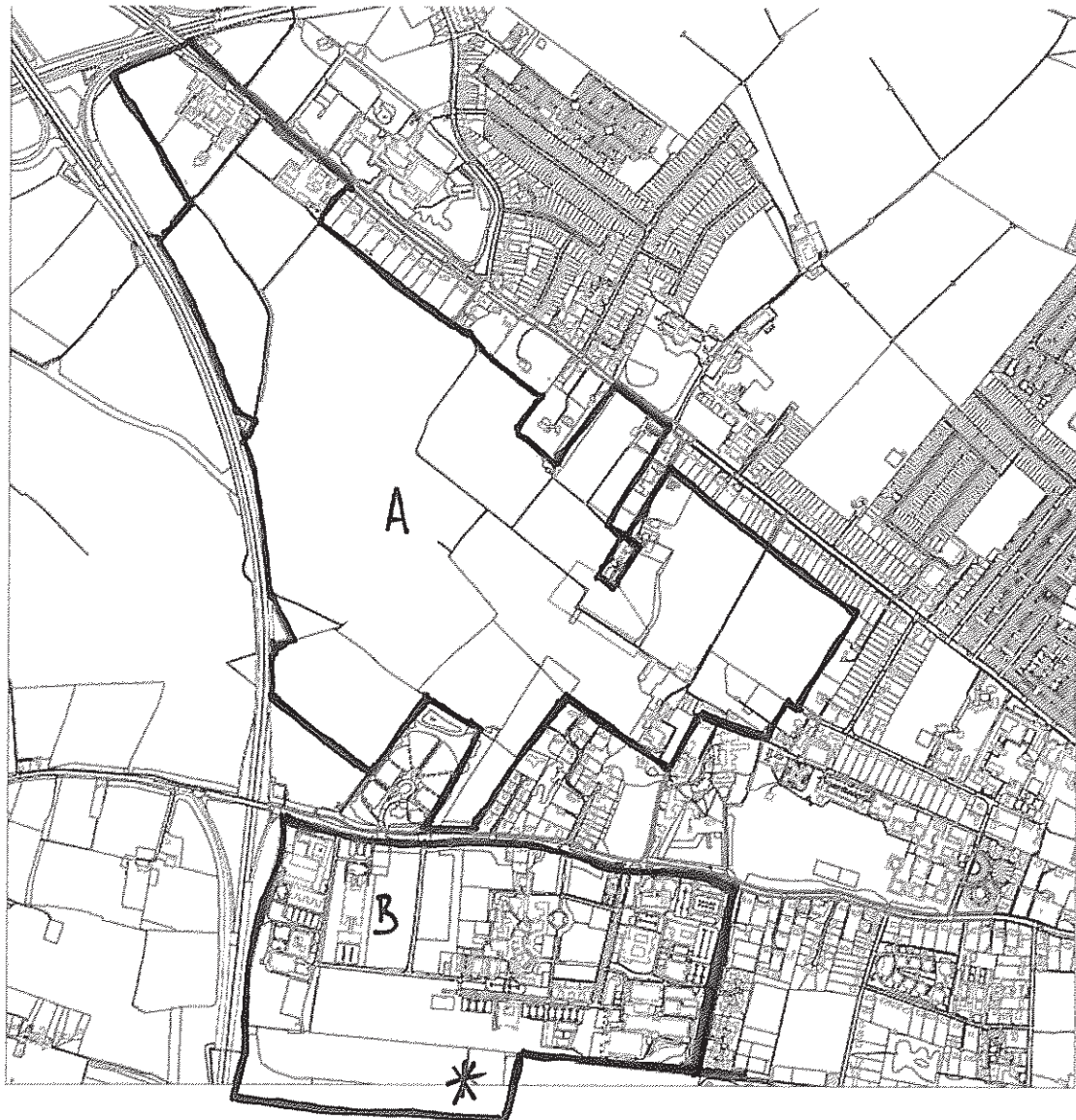
BACKGROUND PAPERS: The following are the background papers that were used in the preparation of this report:

Sports Centre Committee report for 11 January 2012 Planning Committee

To inspect these documents contact Mark Parsons on extension 2789

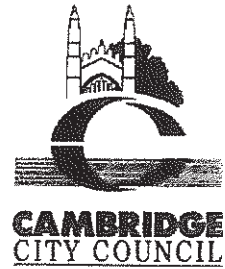
The author and contact officer for queries on the report is Mark Parsons on extension 7289.

Appendix A Site Location Plan



- A NORTH WEST CAMBRIDGE SITE
- B WEST CAMBRIDGE SITE
- * LOCATION OF SPORTS CENTRE

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CAMBRIDGE CITY COUNCIL

The Guildhall, Cambridge, CB2 3QJ

TOWN AND COUNTRY PLANNING ACT 1990

APPROVAL OF RESERVED MATTERS

SUBJECT TO CONDITIONS

Ref: 11/0979/REM

University Of Cambridge
C/O Mr M.R. Bienias
Estate Management & Building Service
74 Trumpington Street
Cambridge
CB2 1RW

The Council hereby grant approval of reserved matters for

Reserved matters application (access, appearance, landscaping, layout and scale) for phase 1 of the West Cambridge Sports Centre pursuant to outline approval C/97/0961/OP.

at

West Cambridge Campus Madingley Road Cambridge Cambridgeshire CB3 0ES

in accordance with your application received 16th August 2011 and the plans, drawings and documents which form part of the application, subject to the conditions set out below:

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

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

2. Prior to first use of the sports centre, a management strategy for the use of the building hereby permitted, which will include the level of access for members of the public, sports and community groups, shall be submitted to, and approved in writing by the local planning authority. The development shall then be run in accordance with the management strategy with such further variations as the City Council may agree in writing.

Reason: To ensure that the facilities are available to the public. (Cambridge Local Plan 2006 policy 6/2).

3. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (East of England Plan 2008 policy ENV7 and Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/14)

4. Prior to occupation of the building hereby approved full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (eg drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (East of England Plan 2008 policy ENV7 and Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

5. Prior to occupation of the building hereby approved a schedule of landscape maintenance for a minimum period of five years has been submitted to and approved in writing by the local planning authority. The schedule shall include details of the arrangements for its implementation.

Reason: To ensure that the landscaped areas are maintained in a healthy condition in the interests of visual amenity. (East of England Plan 2008 policy ENV7 and Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

6. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved by the local planning authority in writing prior to occupation of the development or any phase of the development whichever is the sooner, for its permitted use. The landscape plan shall be carried out as approved.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (East of England Plan 2008 policy ENV7 and Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

7. All hard and soft landscape works shall be carried out in accordance with the approved details, and to a reasonable standard in accordance with the relevant recommendation of the appropriate British Standard or other recognised code of good practice. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed by the local planning authority in writing. The maintenance shall be carried out in accordance with the approved schedule. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the local planning authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the local planning authority gives its written consent to any variation.

Reason: To ensure provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved design. (East of England Plan 2008 policy ENV7 and Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

8. Details of the specification and position of fencing, or any other measures to be taken for the protection of any trees from damage during the course of development, shall be submitted to the local planning authority for its written approval, and implemented in accordance with that approval before any equipment, machinery or materials are brought onto the site for the purpose of development (including demolition). The agreed means of protection shall be retained on site until all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with this condition, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local planning authority.

Reason: To protect the visual amenity of the area and to ensure the retention of the trees on the site. (East of England Plan 2008 policy ENV7 and Cambridge Local Plan 2006 policies 3/4, 3/11, 3/12 and 4/4)

9. Prior to occupation of the building hereby permitted, full details of proposed floodlighting or external lighting 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: In the interests of amenity. (Cambridge Local Plan 2006 policies 3/11 and 4/15)

10. Before the development/use hereby permitted is commenced, a scheme for the insulation of the building(s) and/or plant in order to minimise the level of noise emanating from the said building(s) and/or plant shall be submitted to and approved in writing by the local planning authority and the scheme as approved shall be fully implemented before the use hereby permitted is commenced.

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

11. Except with the prior written agreement of the local planning authority in writing no construction work or demolition shall be carried out or plant operated other than between the following hours: 0800 hours to 1800 hours Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

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

12. Before the development hereby permitted is commenced details of the following matters shall be submitted to and approved by the local planning authority in writing.

i) contractors access arrangements for vehicles, plant and personnel,

ii) contractors site storage area/compound,

iii) the means of moving, storing and stacking all building materials, plant and equipment around and adjacent to the site,

iv) the arrangements for parking of contractors vehicles and contractors personnel vehicles.

Thereafter the development shall be undertaken in accordance with the approved details.

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

13. Prior to the occupation of the building hereby approved, details of the design of the cycle parking shelters shall be submitted to and approved by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that there is adequate cycle provision to encourage a sustainable method of transport. (Cambridge Local Plan 2006 policy 8/6)

14. No development approved by this permission shall be commenced prior to a contaminated land assessment and associated remedial strategy, together with a timetable of works, being submitted to the LPA for approval.

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

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

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

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

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

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

Reason: In the interests of amenity of future users of the site, Cambridge Local Plan 2006 policy 4/13.

15. The proposed on-site renewable energy technologies shall be fully installed and operational prior to the occupation of the approved building and shall thereafter be maintained in accordance with a maintenance programme, which shall be submitted to and approved in writing by the local planning authority prior to the commencement of development. The renewable energy technologies shall remain fully operational in accordance with the approved maintenance programme, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of reducing carbon dioxide emissions (Cambridge Local Plan 2006 policy 8/16).

16. In the event of the foundations for the proposed development requiring piling, prior to the development taking place the applicant shall provide the local authority with a report / method statement for approval detailing the type of piling and mitigation measures to be taken to protect local residents noise and or vibration. Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted in accordance with the provisions of BS 5228 Part 4: COP for noise and vibration control applicable to piling operations. The development shall be carried out in accordance with the approved details.

Reason: In the interests of neighbouring amenity, Cambridge Local Plan 4/13.

17. Prior to occupation of the development, full details of the on-site storage facilities for trade waste, including waste for recycling shall be submitted to and approved in writing by the local planning authority. Such details shall identify the specific positions of where wheelie bins, paladins or any other means of storage will be stationed and the arrangements for the disposal of waste. The approved facilities shall be provided prior to the commencement of the use hereby permitted and shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

Reason: In the interests of providing adequate facilities for waste storage, Cambridge Local Plan 2006 policy 3/12.

18. Before the development/use hereby permitted is commenced, details of equipment for the purpose of extraction and/or filtration of fumes and or odours shall be submitted to and approved in writing by the local planning authority. The approved extraction/filtration scheme shall be installed before the use hereby permitted is commenced.

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

INFORMATIVE: To satisfy standard conditions relating to Noise Insulation, the noise level from all plant and equipment, vents etc (collectively) associated with this application should not raise the existing background level (L90) by more than 3 dB(A) both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 5 minute period), at the boundary of the premises subject to this application and having regard to noise sensitive premises. Tonal/impulsive noise frequencies should be eliminated or at least considered in any assessment and should carry an additional 5 dB(A) correction. This is to guard against any creeping background noise in the area and prevent unreasonable noise disturbance to other premises.

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

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

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

Reasons for Approval

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

East of England plan 2008: ENV7

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

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

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

This decision notice relates to the following drawings: D-91-001 REV A, D-91-020 REV A, D-91-030 REV A, D-91-600 REV A, D-30-020 REV A, D-30-030 REV A, D-30-040 REV A, D-30-501 REV A, D-30-502 REV A, D-30-601 REV A, D-41-581 REV A, D-92-050 REV A, D-92-020 REV A, D-92-500 REV A, D-92-901 REV A and D-52-010 REV A.

It is important the development is carried out fully in accordance with these plans. If you are an agent, please ensure that your client has a copy of them and that they are also passed to the contractor carrying out the development. A copy of the approved plans are kept on the planning application file.

It is important that all conditions particularly pre-commencement conditions are fully complied with, and where appropriate, discharged prior to the implementation of the development. Failure to discharge such conditions may invalidate the planning permission granted. The development must be carried out fully in accordance with the requirements of any details approved by condition.

This decision notice does not convey any approval or consent which may be required under any enactment, bye-law, order or regulation other than Section 57 of the Town and Country Planning Act 1990.

Your attention is specifically drawn to the requirements of the Chronically Sick and Disabled Persons Act 1970, the Disabled Persons Act 1981, to the British Standards Institution Code of Practice for Access for the Disabled to Buildings (BS 5810 1979), to Part M of the Building Regulations 1991, and to BS 5588 Part 8 1988 (Code of Practice for means of escape for disabled persons). The development should comply with these requirements.

For further information please go to www.cambridge.gov.uk/planning to view the 'Your Decision Notice' leaflet. If you require a hard copy please contact the Application Support Team on (01223) 457200.

Dated: 19 January 2012



Guildhall, Cambridge, CB2 3QJ

Head of Planning 

SEE NOTES ATTACHED

PLANNING PERMISSION

1. Appeals to the Secretary of State

If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant permission subject to conditions, then you can appeal to the First Secretary of State under section 78 of the Town & Country Planning Act 1990.

If you want to appeal then you must do so within 6 months of the date of this notice or within 12 weeks of the date of the decision notice against a refusal of any householder planning application that was valid on or after 6th April 2009, using a form which you can get from the Planning Inspectorate at Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN or from www.planningportal.gov.uk/pcs

The Secretary of State can allow for a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, he does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

2. Purchase Notices

If either the local planning authority or the Secretary of State for the Environment refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been, or would be permitted. In these circumstances, the owner may serve a purchase notice on the council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town & Country Planning Act 1990.

LISTED BUILDING CONSENT, CONSERVATION AREA CONSENT

3. Notification of Demolition

If listed building consent has been granted and any demolition is to take place, you must in accordance with Section 8(2)(b) of the Planning (Listed Building and Conservation Areas) Act 1990 complete a Final Notice of Demolition Form and send it to English Heritage at least one month before demolition occurs.

4. Appeals to the Secretary of State

If you are aggrieved by the decision of your local planning authority to refuse listed building or conservation area consent, or to grant either subject to conditions then you may appeal to the Secretary of State for the Environment in accordance with sections 20 and 21 of the Planning (Listed Building and Conservation Areas) Act 1990. Appeals must be made within 6 months of the date of the decision (see notes under 1 above).

5. Purchase Notice

If listed building or conservation area consent is refused, or if either is granted subject to conditions, and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, he may serve on the District Council in which the land is situated a purchase notice requiring the council to purchase his interest in the land in accordance with section 32 of the Planning (Listed Building and Conservation Areas) Act 1990.

6. Compensation

In certain circumstances a claim may be made against the local planning authority for compensation as provided for under Section 27 of the Planning (Listed Building and Conservation Areas) Act 1990.

CONSENT TO DISPLAY AN ADVERTISEMENT

7. Appeals to the Secretary of State

If you are aggrieved by the decision of the local planning authority to refuse consent to display an advertisement, or to grant consent subject to conditions then you may appeal to the Secretary of State for the Environment under Regulation 15 of the Town and Country Planning (Control of Advertisements) Regulations 1992. Appeals must be made within 8 weeks of the date of the decision (see notes under 1 above)

University of Cambridge: The West Cambridge Site – Part 4 The Master Plan

ACCESS PROPOSALS

4.63 The main access routes are shown on Figure 34, opposite.

• Vehicle Access

Specific Planning Policies: Cambridge City Local Plan (1996), Policies TR17, TR27, TR28; (See Appendix 1)

4.64 The position of the two vehicle access roads into the site from Maddingley Road, Access Roads A and B on the plan, will be maintained, although the roads themselves will be re-built to improve their appearance and safety standards. These roads provide the only two access points for vehicles into the main site, with High Cross Road forming the main entrance for visitors. The Park and Cycle facility has an access to Clerk Maxwell Road, but does not provide access to the main area of the site.

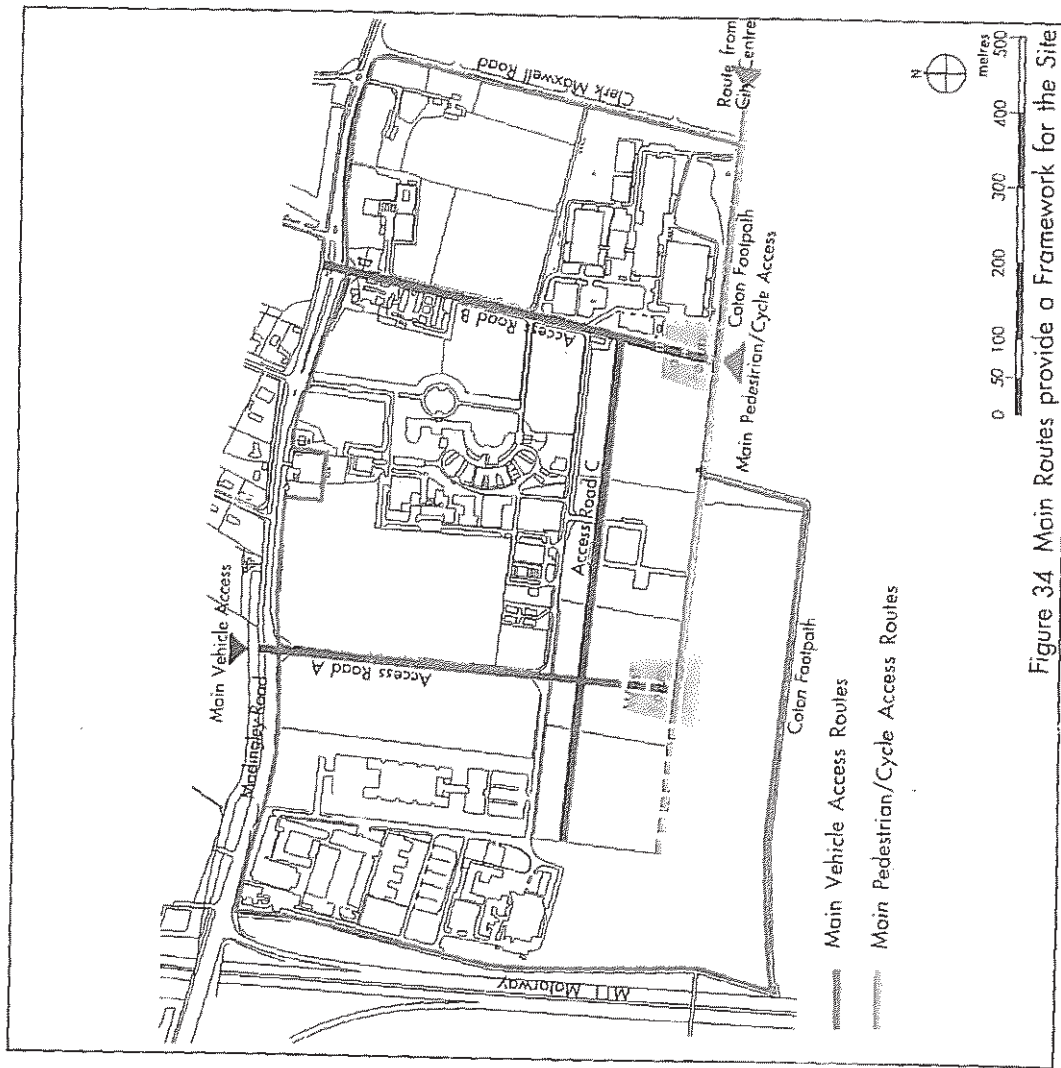


Figure 34 Main Routes provide a Framework for the Site

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