

Application Number	11/1537/REM	Agenda Item	
Date Received	5th January 2012	Officer	Mrs Sarah Dyer
Target Date	5th April 2012		
Ward	Trumpington		
Site	Station Area Redevelopment Land Between Cambridge Station And Hills Road - Blocks M3 And M4 Of The CB1 Station Area Masterplan Cambridge Cambridgeshire		
Proposal	Approval of reserved matters for phase 1B of the CB1 masterplan, comprising blocks M3 and M4 for 232 student units along with associated facilities, part of an access road (including the installation of the bollards), a substation and landscaping.		
Applicant	Mr Derek Ford 38 Station Road Cambridge CB1 2JH		

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. Specifically the application relates to Blocks M3 and M4 of the Masterplan.
- 1.2 The application site includes land to the west of the Guided Bus Way (Block M3) and between the Network Rail Operational Centre (signal box) and the Earl of Derby Public House (Block M4) both to the east of the Hills Road/Brooklands Avenue junction. Access to the site is via an extension of the access Southern Access Road which is under construction. The sites are currently undeveloped but are being used in conjunction with construction activities on adjacent sites.
- 1.3 To the north of the site are two student accommodation blocks which are currently under construction (Blocks M1/M2 and M5 of the CB1 Development). To the south is the signal box and associated car parking. To the west is Hills Road. Alongside

the bridge there is a new cycle path which links to a new pedestrian crossing on the bridge, a strip of rough ground and a vehicle access to the signal box. To the east is the guided bus route which goes under Hills Road Bridge and the Kings Lynn to London railway line.

- 1.4 The application site is within an area of major change as allocated by the Cambridge Local Plan 2006 (Policy 9/9 Station Area) and part of the site falls within Conservation Area No.1 – Central and the controlled parking zone. The Earl of Derby Public House is a Building of Local Interest (BLI).
- 1.5 There are no trees within the application site.

2.0 THE PROPOSAL

- 2.1 This application relates to a submission of reserved matters for Blocks M3 and M4 of the Masterplan following the grant of Outline Planning permission in April 2010. When outline planning permission was granted the only detailed matter that was also approved was access, all other matters were 'reserved' for determination a later stage. In this case the 'reserved matters' were appearance, landscaping, layout and scale. This submission relates to all of these matters.
- 2.2 Outline planning permission was granted subject to a number of planning conditions. The most pertinent condition to this submission is condition 3. This condition requires that all reserved matters for each phase must be approved before development can commence.
- 2.3 There are also a large number of conditions on the outline planning permission that require the submission of further detailed information in tandem with the reserved matters submission for discharge prior to the commencement of development. The discharge of these planning conditions is complicated by the fact that an application has been made for a minor material amendment (MMA) to the outline permission (08/0266/OUT) in respect of Blocks M3 and M4 only (application ref. 11/1538/S73). The minor material amendments that form the basis of the application relate to adjustments to the footprints of both blocks and the development of a basement under each block to accommodate cycle parking, plant and refuse storage. If the MMA application is successful

a new Outline Planning permission will be granted and it will be necessary to discharge the conditions against that permission. A report is presented elsewhere on the Agenda for this application.

The discharge of planning conditions can be carried out under powers delegated to officers but I have made reference to them throughout my report as background information. The relevant conditions relate to the following:

Condition 5 – Development to be carried out in accordance with Parameter Plans.

Condition 8 – Development in accordance with Public Realm and Landscape Strategy.

Condition 10 – Development in accordance with Estate Management Strategy

Condition 11 – Detailed landscape scheme in accordance with Public Realm and Landscape Strategy

Condition 13 – Management and maintenance plan for landscaping.

Condition 18 – BREEAM (Excellent)

Condition 20 – Renewable energy (15%) – installation and operation

Condition 23 – Surface Water drainage

Condition 25 – Ecological Conservation Management Plan

Condition 26 – Disabled parking (5%)

Condition 28 – Cycle parking

Condition 29 – Foul Water drainage

Condition 34 - Noise attenuation scheme/phased attenuation (internal)

Condition 42 – On site waste storage

Condition 57 – Car parking ratio/Air Quality impact

Condition 58 – Detailed design in relation to the Cambridge Guided Bus (CGB)

2.4 The application is accompanied by the following supporting information, some of which relate to discharge of planning conditions:

1. Covering letters from Savills dated 12 December 2011 (MMA and RM)
2. Planning Application Forms
3. Plans and elevations TP Bennett and RMA Drawings dated December 2011

4. Beacon Planning Heritage Statement
5. TP Bennett Design & Access Statement dated December 2011
6. RMA Landscape Report dated December 2011
7. RMA Landscape Management Specification dated December 2011
8. Bidwells Estate Management Strategy dated December 2011
9. Rambolls BREEAM report dated December 2011
10. Rambolls Renewable Energy Strategy dated December 2011
11. Mott Macdonald Surface Water and Foul Water Strategy Drainage
12. RPS Ecological Conservation Management Plan dated December 2011
13. Mott Macdonald Air quality Statement dated December 2011
14. Daylight and Sunlight Report dated December 2011
15. Draft Accommodation and Area Schedule dated 11 November 2011.
16. HannTucker Associates Environmental Noise Survey PPG24 and External Building Fabric Assessment Report dated 15 November 2011.
17. Additional Access Statement dated February 2012

2.5 The application has been amended to respond to concerns raised by the case officer, the Urban Design and Conservation team, the Landscape Officer and the Cycling and Walking Officer. The amendments are as follows:

Amendments to ground floor plan:

- Ground floor entrance door to Block M3 repositioned closer to the junction and aligned with window module above.
- Northeast elevation to Block M4 amended to provide symmetry.
- New window module to Blocks M3 and M4.
- Revisions to access to cycle parking – 400 mm ramp to steps, handrail to middle and 700 mm ramp to handrail to sides.

Amendments to roof plan:

- Revisions to lift overrun and roof access.

Amendments to basement plan:

- Revised cycle parking provisions
- Revised refuse storage.

Amendments to Block M3 elevations:

- Amended door position at main entrance.
- Height of ground floor raised by 250 mm and window module refined to improve proportions.
- Ground floor base of building amended to stone to provide definition from Blocks M1, M4 and M5.
- Mansard roof form introduced.
- Bay configuration to access road amended to align with the rest of the elevations.
- Window positions to mansard room adjusted to align with window bay beneath.

Amendments to Block M4 elevations

- Hills Road elevation amended to improve proportions
- Mansard roof form introduced.

Amendments to landscape around Block M3

- Revised tree planting scheme to east of Block M3 with one plane tree and two lime trees.
- Revisions to paving in line with changes to footprints and elevations
- Revisions to landscape to the north of Block M3 to increase permeability and improve visual links. Planting replaced by tree grilles
- Enclosed garden to east of M3
- Two green roofs developed in plan and section to include sedum, chalk grassland species and aggregates.
- Revised locations for visitor cycle parking.

Amendments to landscape around Block M4

- Confirmation that additional landscaping requested the Landscape Officer falls outside the application site and the applicant's ownership.
- Revised locations for visitor cycle parking.

3.0 SITE HISTORY

Reference	Description	Outcome
08/0266/OUT	CB1 Station Area Redevelopment	A/C
11/1537/S73	Minor Material Amendment to outline planning permission ref. 08/0266/OUT comprising of alteration to conditions 4 and 5 to enable adjustments to be made to the footprints of Blocks M3 and M4 only and to enable the construction of a basement in both blocks M3 and M4.	Pending

4.0 PUBLICITY

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

5.0 POLICY

5.1 Central Government Advice

5.2 **Planning Policy Statement 1: Delivering Sustainable Development (2005):** Paragraphs 7 and 8 state that national policies and regional and local development plans (regional spatial strategies and local development frameworks) provide the framework for planning for sustainable development and for development to be managed effectively. This plan-led system, and the certainty and predictability it aims to provide, is central to planning and plays the key role in integrating sustainable

development objectives. Where the development plan contains relevant policies, applications for planning permission should be determined in line with the plan, unless material considerations indicate otherwise.

- 5.3 Planning Policy Statement 3: Housing (first published November 2006, 2nd edition published January 2010, 3rd edition published June 2010, 4th edition published June 2011):** Sets out to deliver housing which is: of high quality and is well designed; that provides a mix of housing, both market and affordable, particularly in terms of tenure and price; supports a wide variety of households in all areas; sufficient in quantity taking into account need and demand and which improves choice; sustainable in terms of location and which offers a good range of community facilities with good access to jobs, services and infrastructure; efficient and effective in the use of land, including the re-use of previously developed land, where appropriate. The statement promotes housing policies that are based on Strategic Housing Market Assessments that should inform the affordable housing % target, including the size and type of affordable housing required, and the likely profile of household types requiring market housing, including families with children, single persons and couples. The guidance states that LPA's may wish to set out a range of densities across the plan area rather than one broad density range. 30 dwellings per hectare is set out as an indicative minimum. Paragraph 50 states that the density of existing development should not dictate that of new housing by stifling change or requiring replication of existing style or form. Applicants are encouraged to demonstrate a positive approach to renewable energy and sustainable development.

The definition of previously developed land now excludes private residential gardens to prevent developers putting new houses on the brownfield sites and the specified minimum density of 30 dwellings per hectare on new housing developments has been removed. The changes are to reduce overcrowding, retain residential green areas and put planning permission powers back into the hands of local authorities.

(June 2010)

Technical amendments to Annex B: Definitions, to reflect the introduction of Affordable Rent. (June 2011)

- 5.4 **Planning Policy Statement 4: Planning for Sustainable Economic Growth (2009):** sets out the government's planning policies for economic development, which includes development in the B Use Classes (offices, industry and storage), public and community uses and main town centre uses. The policy guidance sets out plan-making policies and development management policies. The plan-making policies relate to using evidence to plan positively, planning for sustainable economic growth, planning for centres, planning for consumer choice and promoting competitive town centres, site selection and land assembly and car parking. The development management policies address the determination of planning applications, supporting evidence for planning applications, a sequential test and impact assessment for applications for town centre uses that are not in a centre and not in accordance with the Development Plan and their consideration, car parking and planning conditions.
- 5.5 **Planning Policy Statement 5: Planning for the Historic Environment (2010):** sets out the government's planning policies on the conservation of the historic environment. Those parts of the historic environment that have significance because of their historic, archaeological, architectural or artistic interest are called heritage assets. The statement covers heritage assets that are designated including Site, Scheduled Monuments, Listed Buildings, Registered Parks and Gardens and Conservation Areas and those that are not designated but which are of heritage interest and are thus a material planning consideration. The policy guidance includes an overarching policy relating to heritage assets and climate change and also sets out plan-making policies and development management policies. The plan-making policies relate to maintaining an evidence base for plan making, setting out a positive, proactive strategy for the conservation and enjoyment of the historic environment, Article 4 directions to restrict permitted development and monitoring. The development management policies address information requirements for applications for consent affecting heritage assets, policy principles guiding determination of applications, including that previously unidentified heritage assets should be identified at the pre-application stage, the presumption in favour of the conservation of designated heritage assets, affect on the setting of a heritage asset, enabling development and recording of information.

- 5.6 **Planning Policy Statement 9: Biodiversity and Geological Conservation (2005):** Paragraph 1 states that planning decisions should aim to maintain, and enhance, restore or add to biodiversity and geological conservation interests. In taking decisions, local planning authorities should ensure that appropriate weight is attached to designated sites of international, national and local importance; protected species; and to biodiversity and geological interests within the wider environment.
- 5.7 **Planning Policy Guidance 13: Transport (2001):** This guidance seeks three main objectives: to promote more sustainable transport choices, to promote accessibility to jobs, shopping, leisure facilities and services, by public transport, walking and cycling, and to reduce the need to travel, especially by car. Paragraph 28 advises that new development should help to create places that connect with each other in a sustainable manner and provide the right conditions to encourage walking, cycling and the use of public transport.
- 5.8 **Planning Policy Statement 22: Renewable Energy (2004):** Provides policy advice to promote and encourage the development of renewable energy sources. Local planning authorities should recognise the full range of renewable energy sources, their differing characteristics, location requirements and the potential for exploiting them subject to appropriate environmental safeguards.
- 5.9 **Planning Policy Statement 25: Development and Flood Risk (2006):** States that flood risk should be taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and that development should be directed away from areas at highest risk. It states that development in areas of flood risk should only be permitted when there are no reasonably available sites in areas of lower flood risk and benefits of the development outweigh the risks from flooding.
- 5.10 **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.

5.11 **Circular 05/2005 - Planning Obligations:** Advises that planning obligations must be relevant to planning, necessary, directly related to the proposed development, fairly and reasonably related in scale and kind and reasonable in all other respect.

5.12 **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.

5.13 **East of England Plan 2008**

SS1: Achieving Sustainable Development

SS2: Overall Spatial Strategy

SS3: Key Centres for Development and Change

H1: Regional Housing Provision 2001 to 2021

H2: Affordable Housing

T2: Changing Travel Behaviour

T3 Managing Traffic Demand

T9: Walking, Cycling and other Non-Motorised Transport

T13 Public Transport Accessibility

T14 Parking

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

5.14 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

5.15 Cambridge Local Plan 2006

3/1 Sustainable development

3/3 Setting of the City

3/4 Responding to context

3/7 Creating successful places

3/11 The design of external spaces

3/12 The design of new buildings

3/13 Tall buildings and the skyline

3/15 Shopfronts and signage

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

5/12 New community facilities

6/8 Convenience shopping

6/10 Food and drink outlets.

7/10 Speculative Student Hostel Accommodation

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

8/16 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
9/9 Station Area

Planning Obligation Related Policies

3/7 Creating successful places
3/8 Open space and recreation provision through new development
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
9/9 Station Area
10/1 Infrastructure improvements (transport, public open space, recreational and community facilities, waste recycling, public realm, public art, environmental aspects)

5.16 Supplementary Planning Documents

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.

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.

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.

5.17 **Material Considerations**

Central Government Guidance

Draft National Planning Policy Framework (July 2011)

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

The Draft NPPF includes a set of core land use planning principles that should underpin both plan making and development management (precised form):

1. planning should be genuinely plan-led
2. planning should proactively drive and support the development and the default answer to development proposals should be "yes", except where this would compromise the key sustainable development principles set out in the Draft NPPF
3. planning decisions should take into account local circumstances and market signals such as land prices, commercial rents and housing affordability and set out a

clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business community

4. planning decisions for future use of land should take account of its environmental quality or potential quality regardless of its previous or existing use
5. planning decisions should seek to protect and enhance environmental and heritage assets and allocations of land for development should prefer land of lesser environmental value
6. mixed use developments that create more vibrant places, and encourage multiple benefits from the use of land should be promoted
7. the reuse of existing resources, such as through the conversion of existing buildings, and the use of renewable resources should be encouraged
8. planning decisions should actively manage patterns of growth to make the fullest use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable
9. planning decisions should take account of and support local strategies to improve health and wellbeing for all
10. planning decisions should always seek to secure a good standard of amenity for existing and future occupants of land and buildings.

The Draft NPPF states that the primary objective of development management is to foster the delivery of sustainable development, not to hinder or prevent development.

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.

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.

City Wide Guidance

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

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

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

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 complements the Sustainable Design and Construction SPD.

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

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.

Cambridge and South Cambridgeshire Strategic Flood Risk Assessment - in November 2010 the Cambridge and South

Cambridgeshire Level 1 Strategic Flood Risk Assessment (SFRA) was adopted by the City Council as a material consideration in planning decisions. The SFRA is primarily 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.

6.0 CONSULTATIONS

Cambridgeshire County Council (Engineering)

6.1 Application as submitted:

Without a set of bollards to limit unauthorised vehicle movements a potential route is created from Station Road to Hills Road avoiding two sets of traffic signals. This may prove attractive to some motorists and would result in increased conflict with cyclists on the cycle ramp off Hills Road Bridge. Unless and until these bollards are provided the Highway Authority urge that the proposal is REFUSED.

Otherwise, provided that all previous commitments under the over-arching Section 106 agreement are honoured, the proposal is acceptable to the Highway Authority

Following clarification:

A drawing showing the proposed bollards has been submitted, however there is still potential for vehicles to mount the footways adjacent to the bollards and by-pass them. This needs to be addressed.

The link to the busway must also be protected by a bollard to prevent access by motor vehicle.

Revised plans:

I will provide an update on the Amendment Sheet or orally at the Committee meeting.

Cambridgeshire County Council (Sustainable Communities)

6.2 No comments received.

Head of Environmental Services

6.3 Waste – further information requested regarding compaction of waste and capacity calculations. Bins for recycling are acceptable but there is no facility for organic/food waste. Details of waste collection and frequency of collection need to be clarified. Condition 42 cannot be discharged.

Air Quality – acceptable and Condition 57 can be discharged.

Noise - the noise report is insufficient as it does not assess the imminent noise environment and therefore mitigation measures cannot be assessed. Further information is needed regarding noise from the Earl of Derby and the proposed substation.

Urban Design and Conservation Team

6.4 Application as submitted:

Building M3

Clarification of the amenity function is needed as this may present further opportunities in terms of creating activity and surveillance along the Elevation D frontage (towards bus link). Overall, our view is that this block needs further work in terms of the simplifying the building lines, integrating services and functions such as the sub-station and basement lift. A revised architectural approach, using the family of materials, but which differentiates itself from the other 'M Buildings' would, we believe create a building that responds to its more prominent place in the masterplan.

Building M4

Overall this building is acceptable in scale and massing. Amendments to Elevation A (towards Hills Road) will result in a building that responds better to the context and the address to Hills Road. Revisiting the materials palette will help to create building that fits within the overall family of buildings proposed for this part of the CB1 masterplan whilst achieving a degree of difference to help it tie in more successfully with the Earl of Derby.

Revised plans:

Building M3

The revised proposals are acceptable. Conditions are recommended to control the detailed design and to address concerns about the entrance canopy which is not acceptable.

Building M4

The revised proposals are acceptable. Conditions are recommended to control the detailed design.

Cambridge City Council Senior Sustainability Officer (Design and Construction)

6.5 Discussions with the Council's previous Sustainable Design and Construction Coordinator led to an agreement that low carbon technology could count towards the 15% renewables target. The applicants proposed strategy for reducing carbon emissions in relation to Phase 1b comprises the following measures:

1. Energy efficiency measures (building fabric, air permeability) to reduce emissions by 3.4% (11 tonnes of CO₂ annually) compared to a Building Regulations (2010) compliant scheme;
2. The use of gas fired Combined Heat and Power (CHP) in combination with a thermal store to reduce carbon emissions by a further 22% (or 67.4 tonnes of CO₂ annually);

3. The use of a 300m² photovoltaic array, which will reduce carbon emissions by a further 7% (16.1 tonnes of CO₂ annually).

These figures exceed the requirements of the condition 20, which is to be fully supported. Overall the proposed strategy will improve the total site emissions by 29% from the baseline scenario.

It is also encouraging to note that the energy strategy makes reference to the potential of connecting the scheme to district heating if such a system becomes available in this area of the City in the future.

The use of a green roof is fully supported.

A BREEAM Pre-Assessment Report has been submitted for the student accommodation element of Phase 1b, and this shows that this is capable of achieving a BREEAM “Excellent” rating of 76.80% for this development if all of the definite and possible credits are achieved. Further credits may be available during the fit-out stage of the development. Such an approach is in keeping with the requirements of Condition 18, and as such is supported.

There are certain aspects of the proposed strategy for attaining the required BREEAM rating that are particularly welcomed e.g the targeting of 3 out of a possible 5 credits in relation to water consumption (a 40% reduction compared to a notional baseline) and reference to the production of a building user guide.

Conditions 18 (BREEAM) and 20 (Renewable Energy) are fully supported.

Head of Streets and Open Spaces (Tree Team)

- 6.6 No comments received.

Head of Streets and Open Spaces (Landscape Team)

- 6.7 Application as submitted:

Block M4 – the block needs to positively address Hills Road and the establishment of large scale trees in this area would make a

significant to both the public realm and establishing a threshold for the M4 building. The proposed fence and planting along the boundary with the Earl of Derby car park is supported.

Block M3 - The proposed footprint of M3 differs from the Masterplan. Whilst this may be a positive improvement in terms of internal layout, the consequence is an encroachment on the space allocated for trees along the Bus Interchange and Guided Busway route. . A 5.9m setback from the M3 building is specified in the Landscape Strategy. The subject application proposes a minimum setback of 4.5m. This is not sufficient, and will result in a poorly formed tree subject to a lifetime of regular pruning to prevent it from damaging the building. Two out of the three London Plane trees proposed will not have adequate space to mature properly and the success of all three trees is critical in establishing a relationship across the street with the three trees proposed in front of the H Block.

Revised plans:

I will provide an update on the Amendment Sheet or orally at the Committee meeting. Informal comment is that the revised proposals are acceptable.

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

6.8 Application as submitted:

Basement Cycle Parking

A 400mm ramp should be provided on both sides of the steps with a handrail in the middle and with a minimum of 700mm between the ramp and handrail on each side. It is not acceptable to expect users to have to lift their bicycles into an upright position. The vertical lockers are therefore not acceptable.

A minimum of 2.5m is needed between double decker racks in order to manoeuvre bicycles on and off.

The basement cycle parking for Block M3 does not provide enough aisle width.

Visitor Cycle Parking/Footways:

The link to the toucan crossing south of the junction on Hills Road is likely to have very high levels of cycle and pedestrian usage and the width of the link west of M4 and south of M3 is only 3m width which is the minimum for a shared path and will struggle to accommodate usage. Providing wider footways for pedestrians should be explored. At a minimum the footway to the west of M4, along the ramp and to the south of M3 should be kept clear and an alternative location found for this cycle parking.

Revised plans:

I will provide an update on the Amendment Sheet or orally at the Committee meeting. Informal comment is that the revised proposals are acceptable.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

6.9 The use of green roofs is fully supported. No further comments.

Head of Streets and Open Spaces (Nature Conservation Officer)

6.10 No comments received.

CCTV Team

6.11 No issues for CCTV.

English Heritage

6.12 The application includes the varying of the footprint to M4 to increase the frontage to Hills Road. In townscape terms this has the advantage of reducing the gap between the Earl of Derby and M4, while at the same time providing improved proportions for the west elevation of the block.

The south elevation of Block M4 has a symmetrical treatment which is at odds with the asymmetrical treatment to other blocks. This makes the south elevation appear more formal and such an approach is questioned.

Block M3 needs to read along with the end of Block H1 but the details of this block are not being brought forward with this application.

The same materials should be used on Blocks M3 and M4 as are being used on other student blocks currently under construction. Landscaping should be carried out fully in accordance with the previously approved design.

Revised plans:

I will provide an update on the Amendment Sheet or orally at the Committee meeting.

Natural England

- 6.13 Condition 11 - Biodiversity has been given due consideration within the Landscape Management Plan; climbing plants have been included along with adequate foraging provision for birds and bats. Overall, the green infrastructure proposed within this development, including the biodiversity enhancing measures, provision of suitable accessible green space and provision for cyclists, is as we would expect. Condition 11 can be discharged.

Condition 25 - The Ecological Conservation Management Plan Statement adequately demonstrates how works conducted during this phase accord with the overall ecological aims and objectives of the wider project. The statement acknowledges the importance of ecological connectivity within the site, proposing a range of biodiversity enhancing measures such as green roofs, nest boxes and the planting of trees and shrubs as previously suggested by Natural England. The proposed ecological monitoring programme is also of sufficient length. Condition 25 can be discharged.

Conditions 20, 22 and 29 – No further comment.

Environment Agency

- 6.14 No objections.

Anglian Water

- 6.15 There is capacity for waste water treatment and available sewage capacity for foul drainage and the surface water strategy/flood risk assessment submitted with the planning application relevant to Anglian Water is acceptable. As per CB1 phase 1B Surface Water and Foul Water strategy for condition 23 and 29 (blocks M3 and M4 Produced by Matt Macdonald dated 21 November 2011).

A condition is recommended that requires that the development is not occupied until works have been carried out in accordance with the surface water strategy.

Informatives requested drawing attention to Anglian Water assets and trade effluent discharge.

Cambridge Water

- 6.16 No comments received.

Cambridgeshire Constabulary (Architectural Liaison Officer)

- 6.17 No comments received.

Cambridgeshire County Council (Archaeology)

- 6.18 No comments received.

Design and Conservation CB1 Sub-Panel (Pre-application presentations to meetings on 3 August 2011, 31 August 2011 and 28 September 2011)

- 6.19 Notes of the Sub Panel meetings as they relate to Blocks M3 and M4 are attached at Appendix 1. At their latest meeting on 28 September 2011 the Sub Panel concluded as follows:

The Panel's comments last time on M3 and M4 have been addressed, though the ground floor mediation space and the relationship with the proposed cycle way remain unresolved.

The Panel remain concerned about the treatment of the development and its 'edges' with adjoining properties and hope that this can be addressed in part through landscaping. This concern is exemplified by the failure to address the relationship

between the area to the south of H1 and the adjoining area owned by British Rail.

VERDICT – GREEN (subject to the resolving of the outstanding ground floor mediation space at M4 and its relationship with the cycle way).

Disability Consultative Panel (Meeting of 1 February 2012)

6.20 The Panel raised the following issues:

- Handrails and accessibility features required in bathrooms.
- The platform lift needs to be fitted with a secondary power supply.
- Space for storage of mobility scooters should be provided in the basement.
- Sliding doors should be provided between the bathroom and kitchen areas.
- Double doors should be asymmetrical.
- More emergency exits are needed.
- Potential for clashes between pedestrians and cyclists.
- Better management is needed to ensure that cycles are not being locked to street furniture.

The Panel would welcome the opportunity to make a site visit to view the student rooms when completed.

Cambridge City Council Access Officer

6.21 No comments on this application.

6.22 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 Cambridge Past Present and Future have made representations about both applications:

7.2 The representations can be summarised as follows:

- Concern about the extension of the development beyond the agreed footprint and view that outline permission should be enforced.
- Little privacy is provided to ground floor flats.
- Natural ventilation should be provided.
- There should no protruding services etc. on the roofs.
- A communal power plant should be included.

7.3 A representation has been received from the occupier of Whitlocks High Street, Trumpington. He expresses the view that there is a great need for a pedestrian link bridge between the Station and the Leisure Park and that consideration of a crossing point should be considered as part of this application.

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

8.0 ASSESSMENT

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

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

13.Outstanding issues raised by internal and external consultees.

14.Planning Obligation Strategy

Principle of Development

8.2 The principle of development has been established by the Outline Planning consent as amended by the Minor Material Amendment (application ref. 11/1536) and associated parameter plans. Parameter plans 3 to 9 address 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

8.3 There is a report elsewhere on the Agenda which deals with the application for a Minor Material Amendment to the Outline Permission to accommodate changes to Blocks M3 and M4 in comparison with the Parameter Plans as approved under the original Outline Planning Consent. This report assumes that the recommendation on that report is accepted.

8.4 The parameter plans principally control the size and mass of the development and the disposition of land uses. I will deal with issues of appearance, layout, scale and landscaping in the following section on Context of the site, design and external

spaces. With regard to use, the parameter plans set out that the use of both the ground floors and the upper floors of Blocks M3 and M4 will be student accommodation.

- 8.5 232 student rooms are to be accommodated within blocks M3 and M4. There will be 129 studios and 10 accessible studios in Block M3 and 62 en-suite rooms, 27 studios and 4 accessible rooms in Block M4. A student amenity area is to be provided in the ground floor of Block M3 adjacent to the bus interchange and Blocks M1/M2. These uses accord with the parameter plan disposition of uses. The basement level of each block is to accommodate cycle parking, refuse storage, plant and amenity space. The Minor Material Amendment allows for the provision of a basement.
- 8.6 In my opinion, the principle of the development is acceptable and in accordance with policies 3/1, 6/8, 6/10 and 9/9 of the Cambridge Local Plan 2006.

Context of site, design and external spaces

- 8.7 The reserved matters submission relates to the appearance, landscaping, layout and scale of the development, therefore design considerations are key to the determination of the application. The parameter plans have 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. It is therefore essential that the buildings that have been brought forward accord with parameter plans.
- 8.8 There is a report elsewhere on the Agenda which deals with the Minor Material Amendment of the footprint of the blocks. On the assumption that the recommendation is accepted, blocks M3 and M4 have building footprints that accord with the parameter plans. A comparison can be made between the building heights as defined by the parameter plans and the reserved matters submission as follows:

Block	Parameter Plan height (occupied)	RM height (occupied floorspace)	RM height to parapet	RM height to plant

	floorspace)			
M3	18m	17.2m	18m	19m
M4	15m	14.2m	15m	16.2m

Taking into account the allowances and tolerances set down by Parameter Plan 4, the proposed development accords with the Parameter Plan height limits.

- 8.9 The overall layout and scale of the development are controlled by the restrictions imposed by the parameter plans and I have concluded that the scheme accords with the maximum parameters. However consideration also needs to be given as to the how the built forms sit within those parameters and the appearance of the development. Only by doing this can the detailed impact of the development be properly addressed.

Appearance and scale of development

- 8.10 Block M3 which faces the bus link and sits alongside the Cambridge Guided Bus (CGB) route accords with the parameter plan that is permitted by the Minor Material Alteration. In comparison with the original parameter plans it is shorter at its southern end to allow for the cycle link to the CGB route. The Parameter Plans permit a building six storeys in height.
- 8.11 At ground floor level the revised layout includes amenity space for students and the main entrance to the block at the northern end close to the bus route. This adds animation to the street which was lacking in the earlier plans. This was an issue raised by Design and Conservation Sub Panel that has been addressed by the revised plans. The ground level is also raised to give prominence to this space and to provide protection for the students occupying ground floor accommodation on the east and west elevations. A similar approach has been taken on the permitted student blocks. The increase in height at ground floor level and the setting back of the fifth floor within a mansard roof also respond well to the base, middle and top approach to good design.
- 8.12 Block M4 sits between the Earl of Derby Public House and the Network Rail Operational Centre. It accords with the parameter

plan that is permitted by the Minor Material Alteration. In comparison with the original parameter plans it is of an L shaped form rather than rectangular to allow for the cycle link to the CGB route which runs to the South of Block M4 and not the North as originally planned. The Parameter Plans permit a building five storeys in height. This limitation on height in comparison with Block M4 reflects the location of Block M4 as part of the Hills Road streetscene. It also aligns with the gradual increase in height between Blocks M5 and M6 as approved, which have three and four storeys respectively.

- 8.13 The main entrance into Block M4 fronts the cycle link. There is limited amenity space in Block M4 because it is envisaged that residents will share the space in Block M3. In common with Block M3 the ground floor level is raised.
- 8.14 The revised plans show a simplified building design using a limited palette of materials. The mansard roof form is different to that used on Blocks M5 and M6. This change is intentional and one way of responding to the earlier criticism that the design of these blocks should not replicate the design of approved blocks elsewhere on CB1. I support the view that as each phase of the development is brought forward it should have its own identity while also providing a cohesive whole through use of materials and landscaping.
- 8.15 At ground floor level Block M3 has a reconstituted stone finish to differentiate it from the other M blocks. At first to fourth floor level the external treatment will be buff brick with aluminium framed windows which include a ventilation panel. The fifth floor mansard roof will be finished with standing seam zinc rain screen cladding. Block M4 is to be finished in the same materials with the exception of at ground floor the building will have a recessed brick detail. This detail will tie in well with the Earl of Derby Public House.
- 8.16 Both buildings will have plant on the roof including photovoltaic cells. The plant area is set back from the edge of the roof. It will not be visible from the ground and will not adversely affect long views.

External spaces and landscaping/tree planting

- 8.17 The reserved matters submission is supported by a landscaping scheme for the area surrounding Blocks M3 and M4 including the access road which is a continuation of the Southern Access Road. The planting around Block M3 includes three trees adjacent to the CGB route. As amended, one of these trees will be an Oriental Plane to complement the other Plane trees within the Bus Interchange. The other two trees will be Silver Lime trees. To the north of Block M3 three Silver Lime trees are to be planted. The space between buildings and the new trees is sufficient to ensure that they thrive.
- 8.18 Both blocks will benefit from outside amenity space with seating and planting is proposed close to the Blocks to protect the threshold space. This was an issue raised by Design and Conservation Sub Panel that has been addressed. The surface treatment and the pavements to the access road will match the approved Southern Access Road. Demountable bollards are needed on the access road to protect the use of the cycle route and to ensure that a 'rat run' is not created. These will be discreet and will not detract from the public realm in my view.
- 8.19 Green Roofs are proposed on both buildings. They will comprise areas of sedum, deadwood, planting and ballast. They will not be accessible to residents of the development.
- 8.20 The Landscape Team has also raised the possibility of landscaping being provided alongside the new cycle link parallel to Hills Road Bridge. This space falls beyond the application site boundary and the applicants have confirmed that they have no means by which to deliver this planting.
- 8.21 Both officers and the Design and Conservation CB1 Sub Panel support the design of the new buildings and the spaces around them. In my opinion the proposal is compliant with Cambridge Local Plan policies 3/4, 3/7, 3/11, 3/12 and 3/13 and guidance provided by PPS1 Delivering Sustainable Development.

Impact on the Heritage Assets

- 8.22 The application is supported by a Heritage Statement as required by Planning Policy Statement 5 Planning for the Historic Environment (PPS5). Officers in the Urban Design and

Conservation Team have not raised any concerns about this analysis and support the revised scheme subject to the imposition of planning conditions to address matters of detail.

- 8.23 The application site is only partly within the Conservation Area. Block M4 falls completely outside and the Conservation Area bisects Block M3. However the site has an important role to play in terms of the setting of the Conservation Area. The location of Block M4 on the Hills Road frontage means that it has a relationship with existing development including the Earl of Derby Public House which is a Building of Local Interest (BLI).
- 8.24 The applicants have concluded that the development of Blocks M3 and M4 will have no significance to the character and appearance of the Conservation Area or its setting because they are located in an area of emerging new townscape. They also consider the Earl of Derby to be of only moderate significance in terms of its value as a heritage asset largely because the historic context of the building has disappeared. However they do acknowledge that it is important to ensure that the new building are not overbearing to this building either in terms of scale or architectural treatment.
- 8.25 In my view the simplified elevations and limited colour palette for materials will fully mitigate against any adverse impact on the visual relationship between the Earl of Derby Public House and Block M4. This block will be closer to the Earl of Derby than originally proposed but I concur with my colleagues when then argue that this is a virtue in terms of the wider streetscene. This view is shared by English Heritage.
- 8.26 Detailed conditions are recommended to ensure that the finished buildings are of the highest quality and that they will preserve and enhance the amenities of the Conservation Area.
- 8.27 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 4/11 and guidance provided by PPS5 Planning for the Historic Environment.

Public Art

- 8.28 There are no public art proposals as part of this submission. The provision of public art is secured via the s106 Agreement

associated with the Outline Planning Consent. The s106 Agreement includes a clause which binds the Agreement to any subsequent application under section 73 of the Planning Act e.g. the current application for a Minor Material Amendment.

8.29 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 BREEAM

8.30 The Renewable Energy Strategy which supports the application recommends the use of a Combined Heat and Power (CHP) system and photovoltaic cells to achieve the appropriate carbon savings for the development and discharge of condition 20 on the outline planning consent which requires 15% of the energy needs of the development to be achieved by renewable energy sources. The Senior Sustainability Officer has identified that overall the proposed strategy will improve the total site emissions by 29% from the baseline scenario and exceeds the requirements of condition 20.

8.31 Condition 18 on the outline planning consent requires that the development achieves BREEAM 'excellent' at pre-assessment stage. This has been demonstrated to the satisfaction of the Senior Sustainability Officer.

8.32 Although the discharge of conditions 18 and 20 are not of direct relevance to the reserved matters submission they are relevant in terms of the design of the scheme. The CHP boiler will be located in the basement of Block M3 from where the system will be expanded to Block M4. I have recommended a condition to secure the approval of any flues associated with the CHP boiler. The photovoltaic cells are not shown on the plans and I have added a condition regarding these also.

8.33 I am satisfied that the applicants have suitably addressed the issue of renewable energy and the proposal is in accordance with Cambridge Local Plan (2006) policy 8/16 and the Sustainable Design and Construction SPD.

Disabled access

- 8.34 The Design and Access Statement confirms that level access is provided for all within external spaces. An additional statement has been provided in response to the concerns raised by the Access Officer. This statement confirms that the provision made for disabled students accords with the University's needs as identified by ARU. 14 accessible rooms are included which amounts to just over 6%. These rooms take a variety of forms including wheelchair accessible, rooms with wet rooms, rooms for visually and auditory impaired students etc..
- 8.35 I have included an Informative which alerts the applicant to most of the issues raised by the Disability Panel. I do not think that the layout of the development will promote clashes between pedestrians and cyclists because an appropriate level of threshold space is provided at entrances and exits to the blocks. The use of street furniture for cycle storage is not an issue that is relevant to this application. I will arrange a site visit in due course.
- 8.36 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.37 Both blocks are located in excess of 80 metres from the nearest residential properties fronting Hills Road, with development ongoing in the intervening space. Block M3 is also in excess of 20 metres from the approved residential accommodation in Block L4. I do not consider that there will be any impact on the occupiers of these properties in terms of a reduction of residential amenity.
- 8.38 Both blocks are in close proximity to the Earl of Derby Public House. This building accommodates private residential accommodation and four guest rooms in the main building and a further eight rooms in the rear annexe. At its closest point Block M3 sits 30 metres from the annexe and 10 metres from the boundary with the car park. Although there will be potential for overlooking the car park area from rooms in Block M3, I do

not consider that this will significantly affect the use of amenity of either short term or long term occupiers of the Earl of Derby.

8.39 Block M4 shares a boundary with the Earl of Derby which sits to the north. The minimum window to window distance between the lounge window on the upper floors in Blocks M4 and the annexe is 14 metres. This relationship would not normally be appropriate for a separation distance between dwellings. However, the annexe provides short term accommodation and in my view this separation distance is acceptable. The use of the open space to the rear of Block M4 could generate some noise and disturbance; however this impact is mitigated by the boundary wall and the car park use adjacent.

8.40 The applicants have prepared a Daylight and Sunlight report that includes consideration of the impact of the development on the Earl of Derby. The Earl of Derby is located to the north of Block M4 and to the east of Block M3 therefore there is potential for overshadowing and loss of daylight/sunlight. The analysis that has been carried out shows good compliance with the Building Research Establishment (BRE) guidance. I agree with the conclusions reached by the applicants not only in relation to the measurable effects of loss of daylight/sunlight but also in terms of impacts such as overshadowing and enclosure. I do not think that the proposed relationship between buildings would have been acceptable for permanent accommodation but it is acceptable for temporary short term guest accommodation.

8.41 There are conditions attached to the Outline Planning Permission that address issues such as the impact of plant noise on the amenity of adjacent occupiers.

8.42 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that in this respect it is compliant with East of England Plan (2008) policy ENV7 and Cambridge Local Plan (2006) policies 3/4 and 3/7.

Amenity for future occupiers of the site

8.43 In my view the development will generally provide a good environment for the student population. The use of changes in level between the floor levels and the pavement and the introduction of planting beds immediately adjacent to the

buildings helps to ease the relationship between the internal and external environments.

- 8.44 The separation distances between the blocks and the Earl of Derby are sufficient to mitigate overlooking impacts that may arise.
- 8.45 The Environmental Health Officer has raised concerns about the assessment that has been carried out of the noise environment within which the development will be located. The information that has been submitted is not sufficient to enable Condition 34 to be discharged. This condition needs to be discharged prior to the development being started; therefore it does not have to be discharged at this time. However the implications for the amenities of the residents do need to be understood. I have discussed these with Environmental Health Officer.
- 8.46 There are two external noise sources that need to be considered, traffic noise from Hills Road and noise from the Earl of Derby Public House as an entertainment venue. Both of these noise sources could have implications for students being able to open windows. Mechanical ventilation is likely to be needed to provide an alternative to natural ventilation. If this is the case it will be the first time that such a provision will be needed on the CB1 development. However there are other schemes in the City where mechanical ventilation has been required to deal with site constraints, for example the Living Screens development on Cherry Hinton Road corner. It is also likely that mechanical ventilation will be needed on Block H1 of the CB1 Masterplan, which sits against the railway line.
- 8.47 I can understand the concerns that have been raised by Cambridge PPF, however I do not consider that on its own the lack of natural ventilation would be sufficient grounds upon which to refuse the reserved matters submission. It would also be difficult to argue that the principle of mechanical ventilation is unacceptable here when we have approved it on other sites.
- 8.48 In my opinion the proposal provides a high-quality living environment and an appropriate standard of residential amenity for future occupiers, and I consider that in this respect it is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12.

Refuse Arrangements

- 8.49 Both blocks accommodate refuse stores within their basements. Residents will be expected to take their waste to the refuse stores and sort it by type. On collection days the bins will be moved to ground level holding areas by the estate management team using a dedicated refuse hoists in the case of Block M3 and the lift in Block M4. In the event that the hoist cannot be used, the bins can be moved using the lift.
- 8.50 The Environmental Health Officer has raised some detailed concerns that I have passed onto the applicants. I will provide an update on the Amendment Sheet or orally at the Committee Meeting.

Highway Safety

- 8.51 Access within the site was determined at the outline planning stage therefore access is not a reserved matter. The Highway Authority raised concern about the potential for drivers to go around the bollards and this has been addressed by the revised plans. Informative have been recommended which I have added to my recommendation.
- 8.52 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

Car and Cycle Parking

Car Parking

- 8.53 No car parking is to be provided for general use by students including disabled students or for servicing. Six parking spaces were provided as part of the approved development of Blocks M1/M2, M5 and M6 on the adjacent site for use by disabled students, one parking space for the warden and two informal drop off/pick up bays. The residents of Blocks M3 and M4 could share this provision. Condition 51 of the outline planning consent secures the provision of a student departure and arrival traffic management strategy. Condition 26 of the outline planning consent requires that 5% of all car parking spaces be available for people with disabilities. In this case I am satisfied that a suitable level of provision for car parking for use by

disabled students is made in the context of the student element of the CB1 development as a whole bearing in mind the student accommodation is a car free development.

8.54 Condition 57 of the outline planning consent requires that all reserved matters applications for residential and commercial development be supported by evidence to demonstrate that the proposed car parking provision will not have an adverse impact on air quality in the light of information derived from the on site continuous air quality monitoring station. The monitoring station has been installed and monitoring information has been provided to the Environmental Health officer. This car free development will not have any impact on air quality.

Cycle Parking

8.55 96 cycle parking spaces are provided in the basement of Block M3 and 62 in Block M4. Access to the basement will be via a cycle channel on the access stairs in each case. All of these spaces are provided using double stacker systems, which put one bicycle above another. This provision is generally compatible with cycle parking elsewhere on the CB1 development. However the Cycling and Walking Officer has raised concerns about the detail and amended plans have been submitted. I will provide an update on the Amendment Sheet or orally at the meeting.

8.56 By application of the adopted cycle parking standards in relation to each building the following applies

BLOCK	Number of rooms	Student cycle spaces (2 per 3 rooms)	Visitor cycle spaces (1 per 5 rooms)
M3	139	93	28
M4	93	62	19
TOTAL	232	155	47

8.57 The provision for students living on site is in accordance with the number required through application of the standards although they do rely on the use of double stackers. In terms of visitor cycle parking, 46 cycle parking spaces are shown on

street using Sheffield Stands. This meets the requirement for visitor spaces with the exception of one space. In my view this provision is an acceptable balance between cycle parking, landscaping and the public realm.

8.58 The Walking and Cycling Officer has raised concerns about the space available for pedestrians moving around the buildings and potential conflicts with cyclists. This was aggravated by the location of some of the on street visitor parking. The relocation of the visitor parking spaces close to the entrances of the blocks has overcome this concern.

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

Third Party Representations

8.60 Very few representations have been made in relation to the application. I have addressed the comments made in my assessment and below:

Concern about the extension of the development beyond the agreed footprint and view that outline permission should be enforced.

This point has been addressed by the application for a Minor Material Amendment.

Little privacy is provided to ground floor flats.

This has been improved by the revised plans. Ground floor units are replaced by an amenity space adjacent to the bus route and the ground floor level has been raised in common with other approved development.

Natural ventilation should be provided.

I have dealt with this issue above at paragraph 8.46.

There should no protruding services etc. on the roofs.

The design includes plant on the roofs which will be screened from view. I have recommended conditions to deal with flues etc.

A communal power plant should be included.

The use of a district heating system has been given consideration by the developers. There is no such system at present and we have no policy basis to insist that one is installed. It would be possible for this scheme to be linked into such as system in the future.

Need for a pedestrian link bridge between the Station and the Leisure Park and that consideration of a crossing point should be considered as part of this application

This development would not prejudice such a crossing point being provided in the future. It is more likely that the landing point of such a crossing would be to the east of the CGB route so avoid the need for a structure above the CGB. This application is for reserved matters approval and it would not be reasonable to require the crossing point as part of this application.

Outstanding issues raised by internal and external consultees

- 8.61 Both Anglian Water and the Environment Agency are satisfied with the information that has been submitted in relation to foul and surface water drainage. This facilitates the discharge of conditions 23 and 29 of the outline planning consent. A condition is recommended that requires that the development is not occupied until works have been carried out in accordance with the surface water strategy. I have also added informatives as requested.
- 8.62 Natural England is satisfied with the Ecological Conservation Management Plan which relates to condition 25 of the outline planning consent.
- 8.63 An Estate Management Strategy for blocks M3 and M4 has been submitted in support of the application. Condition 9 of the Outline Planning Permission has already been discharged. This required the submission and approval of a site wide Estate Management Strategy. Condition 10 of the Outline Planning Permission requires that subsequent developments provide a

commitment to management systems that accord with the site wide strategy.

- 8.64 Responsibility for estate management is split between the CB1 Management Company Ltd which is responsible for the management of public areas and open space and the Managing Agents for the individual buildings.

Planning Obligation Strategy

- 8.65 This is a reserved matters submission and necessary mitigation measures are already secured via the Planning Obligation secured under the outline planning permission. This situation will prevail in relation to the new Outline Planning Permission that is granted as part of the approval of the Minor Material Amendment.

9.0 CONCLUSION

- 9.1 This submission represents the second phase of student accommodation in this part of the CB1 Masterplan. In total 1250 student rooms were approved under the original outline planning permission. The development of Blocks M3 and M4 will bring forward 232 units in addition to the 511 units in Blocks M1/M2, M5 and M6 (743 total). It is anticipated that a third phase of student accommodation within Block H1 will be brought forward shortly.
- 9.2 In my view the application should be supported because it continues to deliver on the vision established by the Masterplan and brings forward much needed student accommodation. The development will have a positive impact on the Conservation Area both in terms of buildings and spaces.

10.0 RECOMMENDATION

APPROVE subject to the following conditions:

1. Prior to the commencement of development of each block 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 that block 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 4/11)

2. Before starting any brick or stone work, a sample panel of the facing materials to be used shall be erected on site to establish the detail of bonding, coursing and colour, type of jointing and the red brick detailing 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, shall be maintained throughout the development.

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

3. Prior to the commencement of development of each block hereby approved, with the exception of below ground works, full details of mansard roofs including samples of the materials to be used in their construction 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 4/11)

4. Prior to the commencement of development of each block hereby approved, with the exception of below ground works, large scale details of the type of coping to all masonry walls and the junction between reconstituted stone and brickwork 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 the visual amenity of the streetscene. (Cambridge Local Plan policies 3/4, 3/7 and 3/12).

5. Prior to the commencement of development of each block hereby approved, with the exception of below ground works, full details of all solar panels [water pre-heat, etc.] and/or photovoltaic cells to be erected on that block, 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 reminded of the restrictions imposed on the height of buildings under the outline planning approval and 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: In the interests of the visual amenity of the streetscene. (Cambridge Local Plan policies 3/4, 3/7 and 3/12).

6. Prior to the commencement of development of each block hereby approved, with the exception of below ground works, full details of glass type(s) to be used in windows/doors/screens/roofs/stairwells or other glazed features within that block 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)

7. Prior to the commencement of development of each block, with the exception of below ground works, full details of any proposed soil pipes, waste pipes and ventilation extract flues associated with the installation of the CHP boiler or any other plant, to be installed on that block shall be submitted to and approved by the local planning authority in writing. The development shall be carried out in accordance with the approved details.

Reason: In the interests of the visual amenity of the streetscene and the Conservation Area (Cambridge Local Plan policies 3/4, 3/12, 3/15 and 4/11)

8. No rooftop plant shall be constructed on each block hereby approved until such time as full details, to a large scale, of any rooftop plant screening systems to be installed on that block, 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)

9. Notwithstanding the details shown on the approved plans the canopy over the entrance to Block M3 (Elevation D) is not approved. Full details of an alternative means by which the entrance is to be protected shall be submitted to and approved by the local planning authority in writing prior to commencement of development of Block M3, with the exception of below ground works. The development shall be implemented and maintained in accordance with the approved plan.

Reason: In the interests of the visual amenity of the streetscene. (Cambridge Local Plan policies 3/4, 3/7 and 3/12).

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

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

11. Prior to the commencement of occupation of Block M4, full details of the means by which entry to the rear courtyard will be controlled shall be submitted to and approved by the local planning authority in writing. The approved entry controls shall be provided prior to the first occupation of Block M4 and shall be retained thereafter unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of the community safety (Cambridge Local Plan policy 3/7)

12. Prior to the commencement of occupation of any part of the development, full details of the means by which members of the public can contact the management company responsible for on site management and maintenance, including the location of a sign to include such details on each of the buildings, shall be submitted to and approved by the local planning authority in writing. The approved provisions for contact details shall be provided prior to the first occupation of any block or in accordance with such timetable as may be agreed by the local planning authority and shall be retained thereafter unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of the community safety (Cambridge Local Plan policy 3/7)

13. The development shall not be occupied until the 202 cycle parking spaces have been provided for use in association with the development. The cycle parking spaces shall thereafter be retained unless otherwise agreed in writing by the local planning authority.

Reason: To avoid obstruction of the surrounding streets and in the interests of highway safety and convenience. (Cambridge Local Plan 2006, policy 8/10).

14. 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 prior to the first occupation of the block to which they relate 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)

15. Prior to the commencement of occupation of each block, full details of the security arrangements to provide for safe use of the basement cycle parking areas serving that block, shall be submitted to and approved by the local planning authority in writing. The approved provisions for safe use of cycle parking facilities shall be provided prior to the first occupation of each block 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)

16. Prior to the commencement of occupation, the on-site storage facilities for domestic and trade waste, including waste for recycling and the arrangements for the disposal of waste detailed on the approved plans shall be provided. The approved arrangements shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

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

17. Prior to the commencement of occupation, full details of the means by which domestic and trade 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)

18. The development shall not be occupied until works have been completed in accordance with the approved surface water strategy.

Reason: To ensure appropriate surface water drainage. (Cambridge Local Plan 2006 policy 4/16)

INFORMATIVE: Highway works - 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: Highway works - 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: Highway works - 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: Highway works - 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: 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: In the interest of meeting the needs of disabled people and people with limited mobility it is recommended as follows:

Handrails and accessibility features in bathrooms.

The platform lift needs to be fitted with a secondary power supply.

Space for storage of mobility scooters should be provided in the basement.

Sliding doors should be provided between the bathroom and kitchen areas.

Double doors should be asymmetrical.

INFORMATIVE: Contaminated Land - The application is for part of the CB1 redevelopment site, for which outline planning permission reference 08/0266/OUT has been granted. Due to previous land uses contamination of the land has been identified on parts of the site. Condition 30 of 08/0266/OUT requires investigation of possible contaminated land and, if necessary, treatment such as remediation. The applicant is reminded that it is their responsibility to ensure that all the necessary investigation and treatment has taken place before commencing building work and that the requirements of condition 30 are met.

INFORMATIVE: This planning permission should be read in conjunction with outline planning permission reference 08/0266/OUT (as amended by 11/1538/s73) and its associated deed of planning obligation prepared under s.106 of the Town and Country Planning Act 1990 (as amended)

INFORMATIVE: Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

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

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:

Cambridge Local Plan (2006): 3/1, 3/3, 3/4, 3/7, 3/11, 3/12, 3/13, 3/15, 4/10, 4/11, 4/12, 4/13, 4/14, 4/15, 7/10, 8/1, 8/2, 8/4, 8/6, 8/8, 8/9, 8/10, 8/16, 8/17, 8/18, 9/1 and 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.

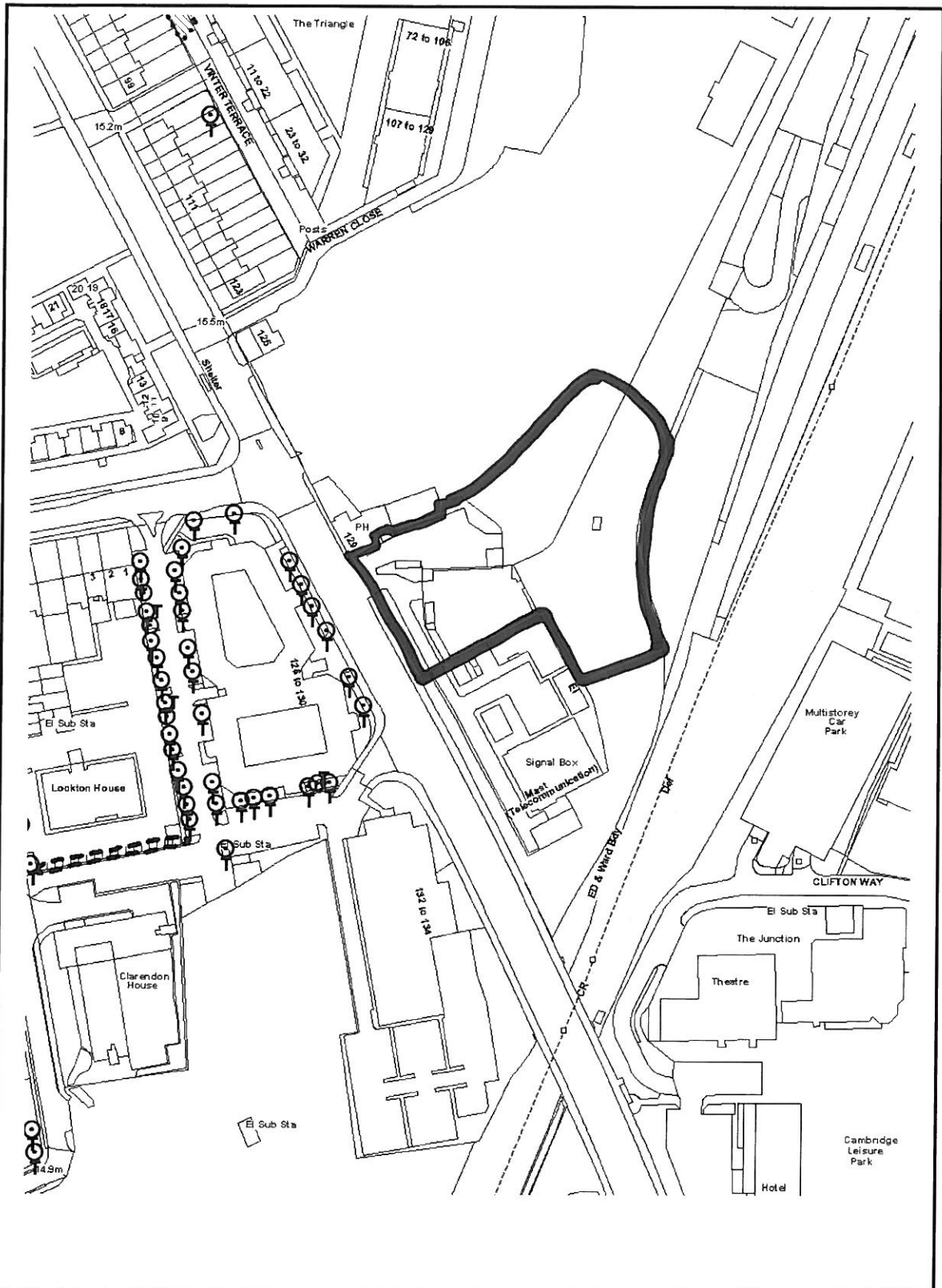
LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

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.



11/1537/REM
Station Area Redevelopment Land Between Cambridge Station
And Hills Road - Blocks M3 And M4 Of The CB1 Station Area
Masterplan Cambridge

CLIENT

STRUCTURAL ENGINEER

SERVICES ENGINEER

CONSULTANT

KEY PLAN

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IN EXIST' LANDSCAPE AND CYCLE RAMP'S UPDATED

PLANNING

ARCHITECTURE

STRUCTURAL ENGINEERING

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ELECTRICAL ENGINEERING

PLUMBING ENGINEERING

ENVIRONMENTAL ENGINEERING

LANDSCAPE ARCHITECTURE

TRANSPORTATION ENGINEERING

TRAIL DESIGN

PLANNING

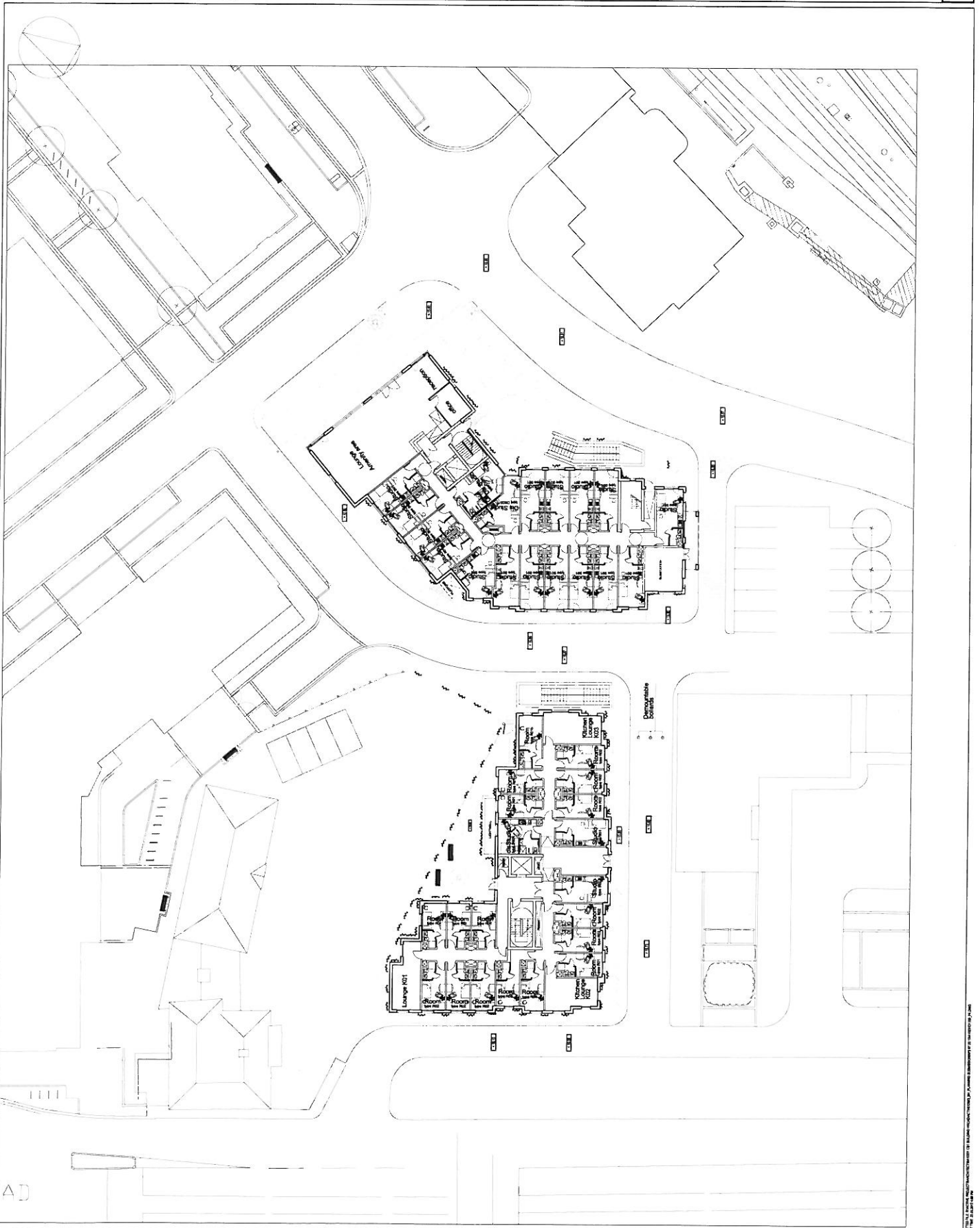
tp bennett

Station Road
Cambridge
Buildings M3-M4

Proposed Ground Floor Plan

Station Road
Cambridge
Buildings M3-M4
Proposed Ground Floor Plan

Drawn: 02/08/2011
Scale: 1:100
Sheet: D 1100
Project: A10231
Rev: P4

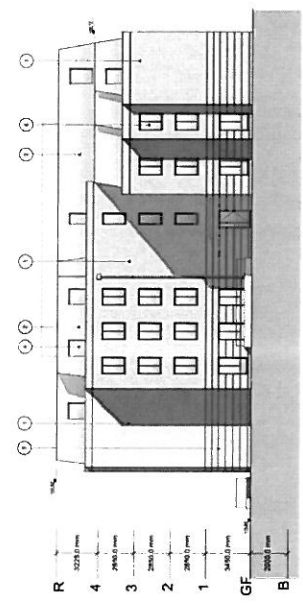
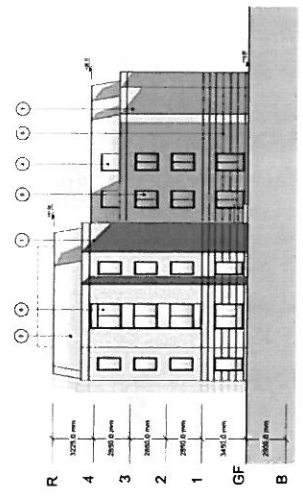
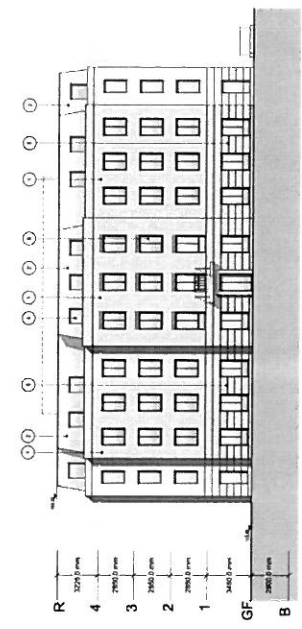
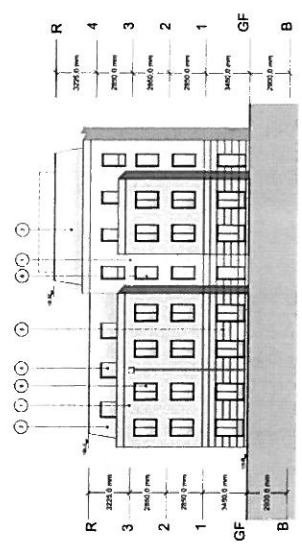
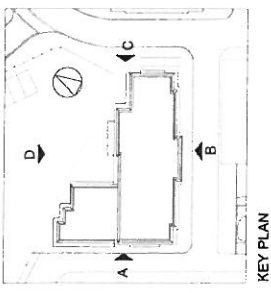


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- MATERIALS**
1. exterior brick with white joints
 2. exterior brick with white joints
 3. hand aluminum thermally broken window with aluminum window panel and white interior frame
 4. PVC aluminum thermally broken window
 5. increased brick cost
 6. PVC aluminum thermally broken window with white exterior

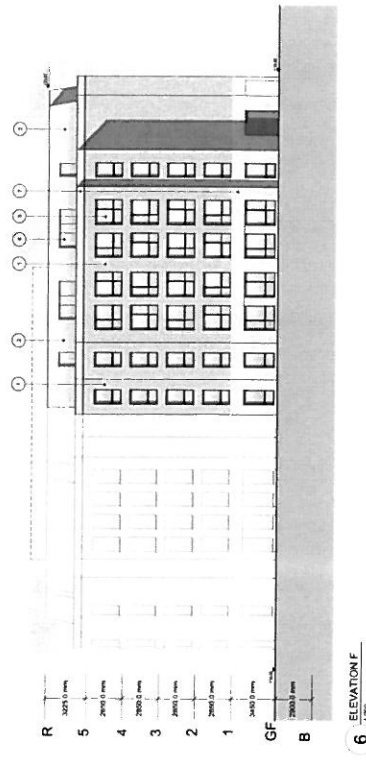
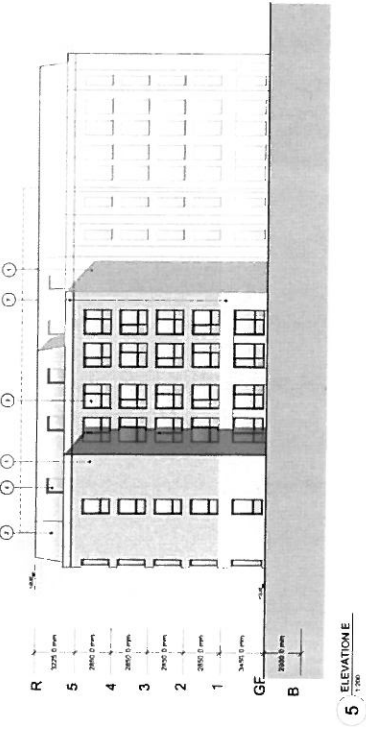
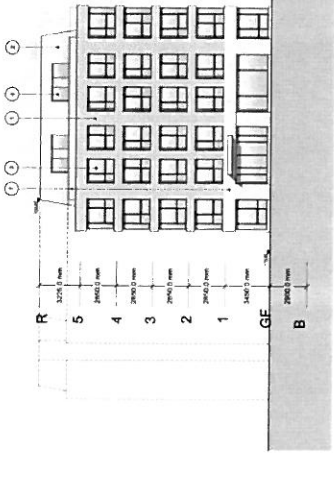
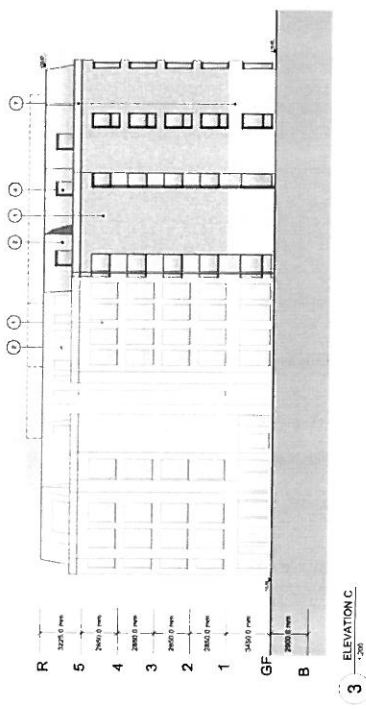
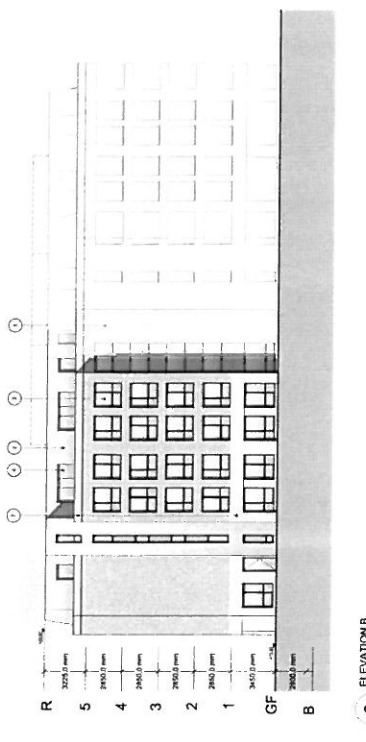
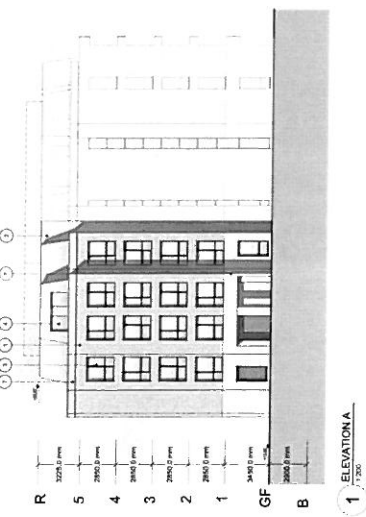
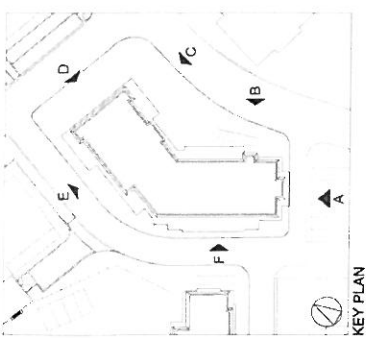
PLANNING

tp bennett
architecture
interiors
planning

Station Road
Cambridge
Buildings M3-M4
Proposed Elevations
Building M4

Project: Station Road
Client: M3-M4
Date: 03/02/2011
Drawing Number: A10231
Scale: P2

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- MATERIALS**
- 1 aluminium window frame
 - 2 aluminium window frame with white muntins
 - 3 aluminium window frame with aluminium muntins
 - 4 aluminium window frame with aluminium muntins and white muntins
 - 5 aluminium window frame with aluminium muntins and white muntins
 - 6 aluminium window frame with aluminium muntins and white muntins

PLANNING
tp bennett
architects
interiors
planning

Station Road
Cambridge
Buildings M3-M4
Proposed Coloured Elevations
Building M3

A10231 D 1210 P2