

Application Number	11/1538/S73	Agenda Item	
Date Received	15th December 2011	Officer	Mrs Sarah Dyer
Target Date	15th March 2012		
Ward	Trumpington		
Site	Redevelopment Station Area CB1 Station Road Cambridge Cambridgeshire		
Proposal	Minor material amendments to outline planning permission reference 08/0266/OUT (the cb1 masterplan outline application) comprising an 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.		
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 Permission is sought for a minor material amendment to the outline permission (08/0266/OUT) in respect of Blocks M3 and M4 only. 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. The Committee will be aware that in the case of other blocks that have been brought forward already applications for Non-material Amendments were needed to allow the detailed designs for the blocks to be brought forward. In this case the amendments needed cannot be described as ‘non-material’ and therefore need to be dealt with in a different way.
- 2.2 If permission is granted for the Minor Material Amendment this will lead to a change to two of the conditions on the outline planning consent and will result in a fresh outline planning permission being granted which will relate to Blocks M3 and M4 only. The changes to conditions are set out below in bold:

Condition 4 – The development should be carried out in accordance with the mitigation measures as set out in the Environmental Statement **as approved under planning application reference 08/0266/OUT.**

Condition 5 – The development should be carried out in accordance with the approved Development Proposal Parameter Plans **refs RSHP_100_X_P_PP10, REV C, RSHP_0003_P_PMP, REVD, RSHP_0004_P_PMP, REVD,**

RSHP_0005_P_PMP, REVD, RSHP_0006_P_PMP, REVD, RSHP_0007_P_PMP, REVD, RSHP_0008_P_PMP, REVD, RSHP_0009_P_PMP, REVD, 217382/EAD/SK1020 REV P10, A10231 D1001 P2 Site Plan, A10231 D1099 P3 Proposed Basement Plan, A10231 D1100 P4 Proposed Ground Floor Plan in respect of Blocks M3 and M4 only.

2.3 I have assessed the implications of making these changes the Assessment section below.

3.0 SITE HISTORY

Reference	Description	Outcome
08/0266/OUT	CB1 Station Area Redevelopment	A/C
11/1538/REM	Reserved matters for Phase 1B comprising blocks M3 and M4 for 235 student units, part of access road, substation and landscaping	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.

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 The proposed changes to the cycle route would improve access to the Maintenance track/cycleway adjacent to the Cambridgeshire Guided Busway. Otherwise the proposed changes to the masterplan would have no significant impact upon the highway network.

Cambridgeshire County Council (Sustainable Communities)

- 6.2 No comments received.

Head of Environmental Services

- 6.3 No comments received.

Urban Design and Conservation Team

- 6.4 Support subject to clarification about space to be provided for tree planting.

Cambridge City Council Senior Sustainability Officer (Design and Construction)

- 6.5 No comments received.

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:

The minor material amendment to M4 is supported. The amended footprint to M3 however cannot be supported due to the impact on the setbacks for trees, defined in the Landscape Strategy.

Additional comments in the light of revisions to the Landscape Scheme:

To be reported on the Amendment Sheet or orally at Planning Committee meeting. (Informal view amendments to Block M3 now supported.)

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

6.8 No comments received.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

6.9 No 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. No objection.

Natural England

6.13 Natural England is satisfied that the proposed changes to the master plan would have no significant environmental implications and therefore we have no further comments to make.

Environment Agency

6.14 No objections.

Anglian Water

6.15 No comments received.

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

6.19 The Sub Panel have considered the detailed proposals for Blocks M3 and M4 and these are addressed in my report on the Reserved Matters submission (application reference 11/1537/REM).

Disability Consultative Panel (Meeting of 1 February 2012)

6.20 No comments on this application.

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.

Only the first bullet point is of relevance to this application in my view.

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

8.0 ASSESSMENT

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

1. Principle of development
2. The implications of allowing a variation of Condition 4
3. The implications of allowing a variation of Condition 5
4. Third party representations
5. Planning Obligation Strategy

Principle of Development

8.2 The principle of the development of the application site for student accommodation has been established by the Outline Planning permission granted under reference 08/0266/OUT. Although the layout of the development would change if this application is approved the disposition of uses and number of student accommodation units will be unchanged.

8.3 In my opinion, the principle of the development is acceptable and in accordance with policies 3/1 and 9/9 of the Cambridge Local Plan 2006.

The implications of allowing a variation of Condition 4

- 8.4 The variation of condition 4 would require that the proposed development be carried out in accordance with the mitigation measures set out in the Environmental Statement that was approved as part of the Outline Planning permission (ref. 08/0266/OUT). It is essential to specify that it is the Environmental Statement that was approved under ref. 08/0266/OUT because the variation of conditions 4 and 5 will require a new Outline Planning permission to be granted. If the particular Environmental Statement were not referred to then there would be no obligation on the developer to carry out the mitigation measures.
- 8.5 The following comments were made about the Environmental Statement in the Committee Report for the Outline Planning application made under ref. 08/0266/OUT:
- ‘The Environmental Statement (ES) which has been submitted to support the application addresses a range of environmental issues, including socio economics, townscape and visual quality, built heritage and archaeology, transport, noise and vibration etc. For each matter the construction and operational phase impacts are considered. The non-technical summary of the ES summarises the residual impacts, on the basis of whether the development will have a beneficial or adverse impact. The applicant has concluded that the majority of assessments for the completed development anticipate permanent beneficial impacts ranging from minor beneficial to substantial beneficial and that there are no long term substantial adverse impacts expected to be generated by the development. Where moderate and minor adverse impacts have been identified it is considered that there is scope for further improvement at the detailed design stage.’
- 8.6 The Reserved Matters submission is supported by a number of documents including a comprehensive Design and Access Statement. I am confident that this information is sufficient to allow a full consideration of impact of the development at the detailed design stage.
- 8.7 The principle change to the parameter plans, which is discussed in more detail below, is the expansion of the footprint of both blocks. I do not consider that this change will have such

an increased impact that would render the development in itself to be EIA development requiring a new Environmental Statement be carried out. I have carried out a Screening Opinion the conclusion of which supports this view.

- 8.8 I have no objections to the variation of condition 4 to read as follows:

Condition 4 – The development should be carried out in accordance with the mitigation measures as set out in the Environmental Statement as approved under planning application reference 08/0266/OUT.

The implications of allowing a variation of Condition 5

- 8.9 The variation of condition 5 would require that the development is brought forward in accordance with the approved parameter plans and the access plan that were approved under the Outline Planning permission ref. 08/0266/OUT. These plans are to be specified in the condition and remain unchanged (refs RSHP_100_X_P_PP10, REV C, RSHP_0003_P_PMP, REVD, RSHP_0004_P_PMP, REVD, RSHP_0005_P_PMP, REVD, RSHP_0006_P_PMP, REVD, RSHP_0007_P_PMP, REVD, RSHP_0008_P_PMP, REVD, RSHP_0009_P_PMP, REVD, 217382/EAD/SK1020 REV P10). This means that the development of Blocks M3 and M4 would have to be carried out in accordance with the originally approved Parameter Plans under the new Outline Planning permission with regard to matters such as the use of the blocks, the height of the buildings, active frontages etc.
- 8.10 The variation of condition 5 would also introduce three new approved plans that would relate to Blocks M3 and M4 only (A10231 D1001 P2 Site Plan, A10231 D1099 P3 Proposed Basement Plan, A10231 D1100 P4 Proposed Ground Floor Plan). These plans would allow changes to be made to the footprints of these blocks and allows the introduction of basements in both blocks. I have set out below the key differences between the Parameter Plans as approved and the minor material amendments to plans that have been requested.

Site Plan

- 8.11 Access arrangements to serve Blocks M3 and M4 remain unchanged via an extension to the Southern Access Road into this part of the development. At the time of the Outline approval a cycle link was to be provided between the Earl of Derby Public House and the north elevation of Block M4. This has now been superseded by works that were carried out in relation to the Cambridge Gateway Project and the link now runs parallel with Hills Road Bridge before taking a straight route directly onto the cycle route that runs alongside the Guided Bus.

Basement Plan

- 8.12 The Basement Plan introduces basements into the buildings where there were previously to be no basements. The basement to Block M3 occupies most of the footprint of the building but the basement to Block M4 is less extensive. The basements extend beyond the approved layout of both blocks but are within the extended footprints as set out below with the exception of lightwells and access stairs. The purpose of the variation to condition 5 is to allow basements to be included in principle as part of the scheme for Blocks M3 and M4. Access to the basements and the facilities provided within them are matters for consideration as part of the reserved matters submission.

Ground Floor Plan

- 8.13 The ground floor plan of Block M3 has been changed to reflect the new alignment of the cycle route to provide a more direct route through the site. Additional floorspace is included at the northern end to compensate for that not now available to the south. The east elevation has been brought closer to the Guided Bus route by up to 4 m and the northwest elevation closer to the Southern Access Road extension by up to 2.5 m.
- 8.14 The ground floor plan of Block M4 has also changed to accommodate changes to the cycle route and also operational requirements for Network Rail. The block plan has been changed from a rectangle to an L shape by the addition of a 'wing' between the blocks as proposed and the Earl of Derby Public House. This 'wing' measures 13 m by 12 m and the rear

elevation of the original block is also extended 1.5 m to the north west.

8.15 The consultation responses that have been received from consultees do not raise any concerns regarding changes to the site plan or the introduction of basements. It is considered that the changes to the footprint of Block M4 could be beneficial to the streetscene by closing the gap between the new block and the Earl of Derby Public House. I agree with this view. The only remaining area of concern was the effect that changes to the footprint of Block M3 could have on the ability to accommodate trees in accordance with the approved Landscape Strategy. This point has been addressed by the revisions to the tree planting proposals associated with the reserved matters submission. The Landscape Officer is satisfied with this revision and now supports the amendments to Block M3.

8.16 I have no objections to the variation of condition 5 to read as follows:

Condition 5 – The development should be carried out in accordance with the approved Development Proposal Parameter Plans refs RSHP_100_X_P_PP10, REV C, RSHP_0003_P_PMP, REVD, RSHP_0004_P_PMP, REVD, RSHP_0005_P_PMP, REVD, RSHP_0006_P_PMP, REVD, RSHP_0007_P_PMP, REVD, RSHP_0008_P_PMP, REVD, RSHP_0009_P_PMP, REVD, 217382/EAD/SK1020 REV P10, A10231 D1001 P2 Site Plan, A10231 D1099 P3 Proposed Basement Plan, A10231 D1100 P4 Proposed Ground Floor Plan in respect of Blocks M3 and M4 only.

Third party representations

8.17 Cambridge Past, Present and Future have raised concerns about the proposals to deviate from the approved Parameter Plans. The purpose of this application for a Minor Material Amendment is to explore whether such a deviation is acceptable. In my view the changes that are proposed remain broadly in accordance with the approved Masterplan. I subscribe to the argument that Masterplanning is an iterative process and there are clear justifications for departing from the Masterplan in this case as I have detailed above. The changed alignment to the cycle route offers opportunities to improve the

streetscene which did not exist at the time of the Outline consent. The need for additional student accommodation remains high and I do not think it unreasonable for the applicants to seek to make changes which will retain the unit numbers previously approved.

Planning Obligations

- 8.18 The application if approved will result in a new Outline Planning permission. However because the application has been submitted under section 73 of the Town and Country Planning Act 1990 (as amended) the section 106 Agreement that was attached to the Outline Approval under reference 08/0266/OUT will also apply to the new permission.

9.0 CONCLUSION

- 9.1 Committee will recall that earlier phases of the CB1 development required approval of non-material amendments to the Parameter Plans to enable detailed proposals to be brought forward. This application for a Minor Material Amendment is a further reflection of the need for changes to be made to the Masterplan. In this case the changes are more radical, in particular the addition of a wing to Block M4. For this reason an application for a non-material amendment was not appropriate. However the rationale behind the change is the same as in the earlier phases; to bring forward and improve upon the Masterplan.
- 9.2 An approval of the Minor Material Amendment will result in a new Outline Planning permission being granted for this part of the Masterplan. The changes to Condition 4 will enable the detailed plans for Blocks M3 and M4 to be considered as reserved matters. Changes to Condition 5 will ensure that the development is brought forward in the context of the Environmental Assessment completed in relation to the original Outline application. I have carried out a Screening Opinion and concluded that a further Environmental Assessment is not necessary to support this application.
- 9.3 The s106 Agreement that was entered into to secure mitigation measures in connection with the original Outline permission is drafted so that it applies to applications under s73 such as this.

- 9.4 I have assessed the minor material amendments that have been requested and concluded that they are acceptable. The conditions that I have recommended are identical to those that were attached to the original Outline permission with the exception of Conditions 4 and 5 the changes to which are detailed above.

10.0 RECOMMENDATION

APPROVE subject to the following conditions and reasons for approval:

1. Application for approval of the reserved matters shall be made to the local planning authority before the expiration of seven years from the date of this permission.

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

2. The development hereby permitted shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved.

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

3. No development on any phase shall commence until approval of the details of the appearance, landscaping, layout and scale within that phase (hereinafter called the reserved matters) has been obtained from the local planning authority in writing.

Reason: To ensure that all necessary details are acceptable (East of England Plan policies ENV6 and ENV7 and Cambridge Local Plan 2006 policies 3/1, 3/2, 3/4, 3/7, 3/11, 3/12, 3/13, 4/4, 4/10, 4/11, 4/12 and 9/9).

4. The development should be carried out in accordance with the mitigation measures as set out in the Environmental Statement as approved under planning application reference 08/0266/OUT.

Reason: To ensure that the development takes place in accordance with the principles and parameters contained within the Environmental Statement. (Cambridgeshire and Peterborough Structure Plan 2003 policies P6/1 and P9/8 and Cambridge Local Plan policies 9/9 and 10/1).

5. The development should be carried out in accordance with the approved Development Proposal Parameter Plans refs RSHP_100_X_P_PP10, REV C, RSHP_0003_P_PMP, REVD, RSHP_0004_P_PMP, REVD, RSHP_0005_P_PMP, REVD, RSHP_0006_P_PMP, REVD, RSHP_0007_P_PMP, REVD, RSHP_0008_P_PMP, REVD, RSHP_0009_P_PMP, REVD, 217382/EAD/SK1020 REV P10, A10231 D1001 P2 Site Plan, A10231 D1099 P3 Proposed Basement Plan, A10231 D1100 P4 Proposed Ground Floor Plan in respect of Blocks M3 and M4 only.

Reason: To ensure that the development is implemented within the approved parameters upon which the Environmental Statement is based (Cambridgeshire and Peterborough Structure Plan 2003 policies P6/1 and P9/8 and Cambridge Local Plan policies 9/9 and 10/1).

6. Prior to or concurrently with the submission of the first of the reserved matters application(s), a Site Wide Phasing Plan shall be submitted to the Local Planning Authority for approval. The Phasing Plan shall include the proposed sequence of development across the entire site, the extent of the development phases/plots, phased removal of trees and include timing information by reference to the commencement or completion of development of any phase or the provision of any other element or to any other applicable trigger point and in particular shall identify the phased delivery of the following infrastructure:
 - a) The Transport Interchange including works to the Station buildings and the laying out of the Station Square.
 - b) The bus only link road and Hills Road/Brooklands Avenue junction.
 - c) The Northern Access Road
 - d) The Southern Access Road
 - e) Works to Station Road/Tenison Road junction.
 - f) Works to Hills Road/Station Road junction

- g) structural landscaping/planting provisions
- h) informal open space.
- i) community meeting room facilities.
- j) health care facilities.
- k) police facilities.
- l) environmental mitigation measures specified in the Environmental Statement.

No development shall commence apart from enabling works agreed in writing by the Local Planning Authority until such time as the phasing plan has been approved in writing by the Local Planning Authority. The provision of the features shall be carried out in accordance with the approved timing contained within the phasing plan unless otherwise agreed in writing by the Local Planning Authority.

Reason: To clarify how the site is to be phased to assist with the determination of subsequent reserved matters applications and in order to ensure that major infrastructure provision and environmental mitigation is provided in time to cater for the needs and impacts arising out of the development (Cambridge Local Plan 2006 policies 9/9 and 10/1).

7. Prior to or concurrently with the submission of the first application for approval of Reserved Matters a Site Wide Public Realm and Landscape Strategy shall have been submitted to and approved in writing by the Local Planning Authority. The Site Wide Public Realm and Landscape Strategy shall be prepared in accordance with the principles established by this outline consent.

The Site Wide Public Realm and Landscape Strategy shall more particularly but not exclusively include:

1. The street hierarchy including the extent of the adoptable highway, process for adoption of streets, typical street cross-sections, street trees and detailed design elements
2. A management plan that includes long-term design objectives, management responsibilities and management and maintenance schedules/specifications for all landscape areas, including hard and soft elements, for a minimum period of 25 years.

3. The character and treatment of the structural planting to the development areas
4. The planting and establishment of structural landscaping to be provided in advance of all or specified parts of the site as appropriate.
5. The landscape treatment of roads through the development
6. A specification for the establishment of trees within hard landscaped areas including details of space standards (distances from buildings etc.) and tree pit details
7. Ecological mitigation and bio-diversity enhancement proposals
8. Details of the public realm to include public art, materials, signage, utilities and any other street furniture, including litter bins, including comprehensive designs for key areas of public realm within the site, such as public squares and transport interchanges etc
9. A lighting strategy to maximise energy efficiency and minimise light pollution, paying particular attention to the use of security lighting and its design, siting, and operation in relation to existing neighbouring properties and those which are to be constructed as part of the development
10. Methodology for ensuring access for all within the public realm including meeting the needs of disabled people.
11. Details of the ways in which the design of the public realm and landscape strategy will assist in reducing the threat or perceived threat of crime, avoid insecurity and contribute to improving community safety.
12. Location of traffic signage, lights, CCTV cameras, services and associated works to demonstrate that these features will not prejudice the growth to full maturity of new trees.
13. Proposals for the retention / relocation of both the statue of Ceres and the salvaged crane base.

Thereafter, there shall be no variation or amendment to the approved Public Realm and Landscape Strategy unless formally agreed in writing by the Local Planning Authority.

Reason: To ensure high quality design and co-ordinated development in accordance with Cambridge Local Plan policies 3/7, 3/11 and 9/9.

8. Any application for approval of reserved matters subsequent to and including the first shall be in accordance with the Public Realm and Landscape Strategy approved by the Local Planning Authority and as part of the application for Reserved Matters approval the Design and Access Statement shall incorporate a statement demonstrating compliance with the approved Public Realm and Landscape Strategy.

Reason: To ensure high quality design and coordinated development in accordance with Cambridge Local Plan policies 3/7, 3/11 and 9/9.

9. Prior to or concurrently with the submission of the first application for approval of Reserved Matters a Site Wide Estate Management Strategy shall have been submitted to and approved in writing by the Local Planning Authority. The Estate Management Strategy shall be prepared in accordance with the principles established by this outline consent.

The Estate Management Strategy shall more particularly but not exclusively include:

1. Management arrangements for on site security and CCTV provision.
2. Supervision and management of basement car parks, other parking areas and servicing areas, including measures to be used to ensure that rail users do not use car parking spaces associated with residential and commercial uses and are limited to use of the multi-storey car park and Station Square only.

3. Supervision and management of cycle parking provision including visitor parking and parking within the Station Square and other open spaces.
4. Management and maintenance of the public realm including roads, footpaths, cycleways, hardsurfaced areas and green space.
5. External building maintenance including cleaning regimes.

Thereafter, there shall be no variation or amendment to the approved Estate Management Strategy unless formally agreed in writing by the Local Planning Authority.

REASON: To ensure high quality design and co-ordinated development in accordance with Cambridge Local Plan policies 3/7, 3/11, 3/12 and 9/9.

10. Any application for approval of reserved matters subsequent to and including the first shall be in accordance with the Estate Management Strategy approved by the Local Planning Authority and as part of the application for Reserved Matters approval the Design and Access Statement shall incorporate a statement demonstrating compliance with the approved Estate Management Strategy.

Reason: To ensure high quality design and coordinated development in accordance with Cambridge Local Plan policies 3/7, 3/11, 3/12 and 9/9.

11. All reserved matters applications shall include a detailed landscaping scheme (including detailed designs and specifications) for the development parcel that is being sought for approval. The details shall be accompanied by a design statement that demonstrates how the proposal accords with the approved Public Realm and Landscape Strategy. The landscape designs and specifications shall include the following:

Soft Landscaping

a) Full details of planting plans and written specifications, including cultivation proposals for maintenance and management associated with plant and grass establishment, details of the mix, size, distribution, density and levels of all trees/hedges/shrubs (including tree pit details) to be planted and the proposed time of planting. The planting plan shall use botanic names to avoid misinterpretation. The plans should include a full schedule of plants.

Hard Landscaping

b) Full details of all proposed methods of boundary treatment including details of all gates, fences, walls and other means of enclosure both within and around the edge of the site.

c) Utility routes, type and specification.

d) The location and specification of minor artefacts and structures, including furniture, refuse or other storage units and signs.

e) 1:500 plans (or at a scale otherwise agreed) including cross-sections, of footpaths and cycleways.

f) Details of all hard surfacing materials (size, type and colour)

The landscaping within the development parcel shall be implemented in accordance with the approved phasing plan, unless an alternative programme for provision is otherwise agreed in writing by the Local Planning Authority. No development within the applicable development parcel for which approval is sought shall commence until the detailed landscaping scheme has been approved in writing by the local planning authority. The scheme shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of the amenity of future residents and users of the development and to ensure high quality design and coordinated development in accordance with Cambridge Local Plan policies 3/7, 3/11 and 9/9.

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

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

13. All reserved matters applications shall include a management plan that includes long-term design objectives, management responsibilities and management and maintenance schedules/specifications for all landscape areas, including hard and soft elements, for a minimum period of 5 years.

All landscape management and maintenance plans shall include where applicable, but not be limited to, the following details: an explanation of planting design objectives; planting, grass cutting, weeding and pruning schedules; management details relating to SUDS features; inspection, repair and maintenance details relating to hard landscaping (including tracks, paths, boundary treatment, play equipment, street furniture; litter picking, etc); a programme of management activities and monitoring and operational restrictions; a maintenance programme for the establishment period of the planting. The landscape management plan shall be carried out as approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure satisfactory arrangements are in place to ensure the proper management and maintenance of landscaped areas (Cambridge Local Plan 2006 policies 3/2, 3/4, 3/7, 3/8, 3/11, 3/12, 4/2, 4/3, 4/4, and 9/9).

14. Any reserved matters application for residential development shall include a plan showing the distribution of market and affordable dwellings, including a schedule of dwelling size (by number of bedrooms) within the reserved matters site for which approval is sought. No development shall commence within the site for which reserved matters approval is being sought until such time as the affordable housing distribution and dwelling mix has been approved in writing by the local planning authority. The affordable housing units shall be provided in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the scheme provides an appropriate balance and mix of housing units (Cambridge Local Plan policies 3/7, 5/5, and 9/9 and Cambridge City Council Affordable Housing supplementary planning document)

15. A1, A3, A4 and A5 floorspace permitted within the site shall not exceed an overall gross external floor area of 5255 sq m, unless otherwise agreed in writing with the Local Planning Authority.

Reason: For certainty and to ensure that the floorspace is appropriate for the proposed infrastructure, respects the environmental constraints of the site and does not have an adverse impact on existing local centres (Cambridge Local Plan policy 6/8).

16. No development of a residential building shall take place until an interim certificate following a design stage review, based on design drawings, specifications and commitments, has been issued by a Code for Sustainable Homes Licensed Assessor (CSHLA) to the Local Planning Authority, indicating that all proposed market and affordable dwellings are capable of achieving a minimum of level 4 of the Code for Sustainable Homes.

All residential buildings shall be constructed to meet the applicable CSH specified minimum level. Prior to the occupation of any residential building, a certificate following a post-construction review, shall be issued by a CSHLA to the Local Planning Authority, indicating that the relevant code level has been met. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development unless otherwise agreed in writing by the local planning authority.

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

17. If any reserved matters application is submitted after one year from the date of outline planning permission and if a specific policy regarding the CSH or its successor that stipulates a higher requirement than level 4 (or equivalent under the new rating scheme), is formally adopted as part of the Local Development Framework prior to the making of any such reserved matters application and it is not demonstrated that to require full compliance would not be economically or technically viable, the specified higher CSH (or equivalent requirement) specified by the new policy shall apply pursuant to condition 16. The CSH (or equivalent) pre-assessment report issued by an accredited CSHLA and a certificate by the same following a post-construction review shall continue to apply pursuant to condition 16.

Reason: The period of consent for which outline planning permission is given is for a longer period than the standard 3-year permission. There is likelihood, given that Government policy on sustainable development is moving rapidly, particularly with the trajectory for zero carbon housing by 2016, that new policies will be adopted within the Local Development Framework that will require a higher CSH or equivalent requirement that, without this condition, could not be accounted for. The local planning authority considers that this approach is consistent with the aims and objectives of PPS1 Delivering Sustainable Development (2005) and PPS1 Planning and Climate Change (2007)

18. No development of a non-residential building shall take place until a pre-assessment BREEAM report - which is based upon an approved BREEAM phasing plan for provision of non-residential buildings - prepared by an approved BREEAM Licensed Assessor, indicating that the building is capable of achieving the applicable 'Excellent' rating as a minimum, has been issued to the Local Planning Authority.

All non-residential buildings shall be constructed to meet the applicable approved BREEAM 'Excellent' rating as a minimum. Prior to the occupation of any non-residential building, a certificate following a post-construction review, shall be issued by an approved BREEAM Licensed Assessor to the Local Planning Authority, indicating that the relevant BREEAM rating has been met. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development unless otherwise agreed in writing by the Local Planning Authority.

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

19. If any reserved matters application is submitted after one year from the date of outline planning permission and if a specific policy regarding BREEAM or its successor that stipulates a higher requirement than BREEAM Excellent or equivalent under the new rating scheme is formally adopted as part of the Local Development Framework prior to the making of any such reserved matters application and it is not demonstrated that to require full compliance would not be economically or technically viable, the specified higher BREEAM or equivalent requirement specified by the new policy shall apply pursuant to condition 18. The BREEAM (or equivalent) pre-assessment report issued by an accredited BREEAM (or equivalent) licensed assessor and a certificate by the same following a post-construction review shall continue to apply pursuant to condition 18.

Reason: The period of consent for which outline planning permission is given is for a longer period than the standard 3-year permission. There is likelihood, given that Government policy on sustainable development and renewable energy is moving rapidly, that new policies will be adopted within the Local Development Framework that will require a higher renewable energy percentage requirement that, without this condition, could not be accounted for. The local planning authority considers that this approach is consistent with the aims and objectives of PPS1 Delivering Sustainable Development (2005) and PPS1 Planning and Climate Change (2007)

20. The approved renewable energy technologies to meet 15% of the developments carbon emissions shall be fully installed and operational prior to the occupation of any approved buildings and shall thereafter be maintained and remain fully operational in accordance with the approved maintenance programme, unless otherwise agreed in writing by the local planning authority.

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

21. If any reserved matters application is submitted after three years from the date of outline planning permission and if a specific policy regarding renewable energy that stipulates a higher on-site renewable energy percentage requirement is formally adopted as part of the Local Development Framework prior to the making of any such reserved matters application and it is not demonstrated that to require full compliance would not be economically or technically viable, the specified higher on-site renewable energy percentage requirement specified by the new policy shall apply pursuant to condition 20 The Energy Statement, installation, operation and maintenance of the renewable energy technologies shall continue to apply pursuant to condition 20

Reason: The period of consent for which outline planning permission is given is for a longer period than the standard 3-year permission. There is likelihood, given that Government policy on sustainable development and renewable energy is moving rapidly, that new policies will be adopted within the Local Development Framework that will require a higher renewable energy percentage requirement that, without this condition, could not be accounted for. The local planning authority considers that this approach is consistent with the aims and objectives of PPS1 Delivering Sustainable Development (2005) and PPS1 Planning and Climate Change (2007)

22. Unless otherwise agreed in writing by the local planning authority, a strategic site wide surface water strategy shall be submitted to and approved in writing by the local planning authority concurrently with the first of the reserved matters applications submitted for approval. The strategy shall be based upon a SUDS hierarchy, as espoused by the DTI publication `Sustainable Drainage Systems CIRIA C609; and the Cambridge City Council Sustainable Design and Construction supplementary planning document (2007). The strategy shall maximise the use of measures to control water at source as far as is practicable to limit the rate and quantity of run-off and improve the quality of any run-off before it leaves the site or joins any water body.

The strategy shall include details of all flow control systems and the design, location and capacity of all strategic SUDS features and shall include ownership, long-term adoption, management and maintenance scheme(s) and monitoring arrangements/responsibilities, including detailed calculations to demonstrate the capacity of the measures to adequately manage surface water within the site without the risk of flooding to land or buildings. Details of phasing during drainage operations and constructions shall also be included. The approved drainage works shall be carried out in their entirety, fully in accordance with phased drainage operations agreed in writing by the local planning authority.

Reason ĳ To ensure a satisfactory and sustainable method of surface water drainage during construction and to prevent increased risk of flooding to third parties. (Cambridge Local Plan 2006 policy 4/16 and Supplementary Planning Document `Sustainable Design & Constructionĳ 2007).

23. Any reserved matters application shall include a detailed surface water strategy pursuant to the reserved matters site for which approval is sought. The strategy shall demonstrate how the management of water within the reserved matters application site for which approval is sought accords with the approved details of the strategic site wide surface water strategy. The strategy shall maximise the use of measures to control water at source as far as practicable to limit the rate and quantity of run-off and improve the quality of any run-off before it leaves the site or joins any water body.

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

Reason ĳ To ensure a satisfactory and sustainable method of surface water drainage and to prevent increased risk of flooding to third parties. (Cambridge Local Plan 2006 policies 4/16 and 8/18 and Supplementary Planning Document `Sustainable Design & Constructionĳ 2007).

24. Prior to or concurrently with the submission of the first of the reserved matters application, a site wide Ecological Conservation Management Plan shall be submitted to the local planning authority for approval. The Plan shall accord with and give effect to the principles for such a Plan proposed in the Environmental Statement submitted with the application.

As a matter of principle, the Plan shall set out an objective of enhancing the net biodiversity of the site as a result of development and shall include:

- a) Contractor responsibilities, procedures and requirements.

- b) Full details of appropriate habitat and species surveys (pre and post-construction), and reviews where necessary, to identify areas of importance to biodiversity.
- c) Details of measures to ensure protection and suitable mitigation to all legally protected species and those habitats and species identified as being of importance to biodiversity both during construction and post-development, including consideration and avoidance of sensitive stages of species life cycles, such as the bird breeding season, protective fencing and phasing of works to ensure the provision of advanced habitat areas and minimise disturbance of existing features.
- d) Detail how habitat and species management and enhancement shall be provided alongside measures to provide habitat restoration and creation to deliver targets in the Cambridgeshire and UK Biodiversity Action Plans such as: the provision of bat and bird boxes on buildings and on trees around the site; the provision of other nesting features for bird species such as bird ledges; reptile hibernacula including small log and rubble piles; and the management of grassland; enhancements to improve its value to wildlife.
- e) A summary work schedule table, confirming the relevant dates and/or periods that the prescriptions and protection measures shall be implemented or undertaken by within.
- f) Confirmation of suitably qualified personnel responsible for over-seeing implementation of the EMP commitments, such as an Ecological Clerk of Works, including a specification of role.
- g) A programme for long-term maintenance, management and monitoring responsibilities for a period of 12 years to ensure an effective implementation of the Ecological Conservation Management Plan ensuring periodic review of the objectives and prescriptions.

No development shall commence until such time as the Ecological Conservation Management Plan has been approved in writing by the Local Planning Authority. All species and habitat protection and creation measures shall be carried out in accordance with the approved Ecological Conservation Management Plan, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development of the site enhances ecology (Cambridge Local Plan 2006 policies 4/3, 4/6, 4/7 and 4/8).

25. Any reserved matters application shall include an Ecological Conservation Management Plan Statement that demonstrates how it accords with the aims and objectives of the Ecological Conservation Management Plan. It shall detail which specific ecological measures are proposed and the timing for their delivery. No development shall commence within the site for which reserved matters approval is being sought until such time as the Ecological Conservation Management Plan Statement has been approved in writing by the Local Planning Authority. The ecological measures shall be carried out in accordance with the approved details and timing of delivery.

Reason: To ensure that the development of the site conserves and enhances ecology (Cambridge Local Plan 2006 policies 4/3, 4/6, 4/7 and 4/8).

26. 5% of short term car parking spaces and 5% of long term car parking spaces within the multi storey car park and 5% of all other parking spaces within the rest of the development shall be suitable for, and reserved for, people with disabilities.

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

27. Car parking provision shall not exceed a maximum of 425 car parking spaces to serve the office accommodation (B1a use class) and 232 car parking spaces to serve the residential accommodation (C3 use class).

Reason: To ensure an appropriate level of car parking provision in the interests of sustainable development and impact on air quality. (Cambridge Local Plan policies 4/14 and 8/10 and appendix C).

28. Any reserved matters application for a building shall include details of facilities for the covered, secure parking of bicycles for use in connection with the use of the building. The facilities shall be provided in accordance with the approved details before use of the development commences and shall thereafter be retained and shall not be used for any other purpose unless otherwise agreed in writing by the local planning authority.

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

29. Any reserved matters application shall include details of foul water drainage pursuant to the reserved matters site for which approval is sought. No development shall commence until details of the foul water drainage for the site have been approved in writing by the local planning authority. The drainage works shall be constructed in accordance with the approved details prior to the occupation of any part of the development hereby approved.

Reason: To prevent the increased risk of pollution to the water environment and to prevent an increased risk of flooding to existing property (Cambridge Local Plan 2006 policies 4/16 and 8/18).

30. Notwithstanding the submitted contamination report as part of the Environmental Statement, prior to the commencement of development, a contaminated land assessment and associated remedial strategy, together with a timetable of works, shall be submitted to and approved in writing by the local planning authority. The contaminated land assessment and associated remedial strategy shall adhere to the following points:

a) The contaminated land assessment shall include a desk study to be submitted to the Local Planning Authority for approval. The desk study shall detail the history of the site uses including any use of radioactive materials and propose a site investigation strategy based on the relevant information discovered by the desk study. No investigations shall occur on site prior to approval of the investigation strategy by the Local Planning Authority.

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

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

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

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

f) Upon completion of the works, a closure report shall be submitted to and approved by the Local Planning Authority. The closure report shall include details of the proposed remediation works and quality assurance certificates to show that the works have been carried out in accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from site.

Reason: In order to ensure that any contamination of the site is identified and remediation measures are appropriately undertaken to secure full mitigation in the interests of environmental and public safety. (Cambridge Local Plan 2006 policy 4/13).

31. Prior to the commencement of development, a site wide Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the local planning authority. The CEMP shall include the consideration of the following aspects of construction:

a) Site wide construction and phasing programme.

- b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.
- c) Construction hours.
- d) Delivery times for construction purposes.
- f) Soil Management Strategy
- g) Noise method, monitoring and recording statements in accordance with the provisions of BS 5228 (1997).
- h) Maximum noise mitigation levels for construction equipment, plant and vehicles.
- i) Vibration method, monitoring and recording statements in accordance with the provisions of BS 5228 (1997).
- j) Maximum vibration levels.
- k) Dust management and wheel washing measures.
- l) Use of concrete crushers
- m) Prohibition of the burning of waste on site during demolition/construction.
- n) Site lighting.
- o) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
- p) Screening and hoarding details.
- q) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
- r) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
- s) External safety and information signing and notices.
- t) Liaison, consultation and publicity arrangements including dedicated points of contact.
- u) Consideration of sensitive receptors.
- v) Prior notice and agreement procedures for works outside agreed limits.
- x) Complaints procedures, including complaints response procedures.
- y) Membership of the Considerate Contractors Scheme.

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

32. All reserved matters applications shall include a detailed Construction Method Statement for the development parcel that is being sought for approval. The details shall be accompanied by a statement that demonstrates how the proposal accords with the approved Construction Environmental Management Plan. In addition the CMS shall also provide a specific construction programme and a plan identifying: the contractor site storage area/compound; screening and hoarding locations; access arrangements for vehicles, plant and personnel; building material, plant and equipment storage areas; contractor parking arrangements for construction and personnel vehicles; and the location of contractor offices. Thereafter the development shall be undertaken in accordance with the agreed details unless otherwise agreed in writing by the local planning authority.

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

33. Before any residential or other noise sensitive development (as defined by PPG 24) is commenced a noise attenuation scheme and/or phased attenuation measures shall be submitted to and approved by the local planning authority in order to demonstrate that no primary external leisure/amenity area associated with the proposed dwellings (rear gardens, balconies) will be affected by a daytime (0700-2300) outdoor noise level in excess of 50 dB LAeq, 16 hours or a night time (2300-0700) outdoor noise level in excess of 50 dB LAeq, 8 hours. Any phased measures that form part of the noise attenuation scheme shall be completed prior to the occupation of any proposed residential or other noise sensitive development that requires protection by the requirements of this condition.

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

34. Before any residential or other noise sensitive development (as defined by PPG 24) is commenced a noise attenuation/insulation scheme and/or phased attenuation measures (having regard to the building fabric, glazing and mechanical ventilation) shall be submitted to and approved by the Local Planning Authority in order to demonstrate the scheme shall achieve internal noise levels recommended in British Standard 8233:1999 'Sound Insulation and Noise Reduction for Buildings - Code of Practice'. The approved scheme shall be fully implemented and a completion report submitted prior to the occupation of the residential or other noise sensitive development. The approved scheme shall remain unaltered in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

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

35. Prior to the commencement of the development hereby approved (including any pre-construction, demolition or enabling works), the applicant shall submit a report in writing, regarding the demolition / construction noise and vibration impact associated with this development, for approval by the local authority. The report shall be in accordance with the provisions of BS 5228 - Noise and Vibration Control On Construction and Open Sites, especially Part I: 1997 "Code Of Practice (COP) for basic information and procedures for noise and vibration control", Part 2: "Guide to noise and vibration control legislation for construction and demolition including road construction and maintenance" and Part 4: "COP for noise and vibration control applicable to piling operations", (if the construction process is to involve piling operations). Development shall be carried out in accordance with the approved details.

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

36. In the event of the foundations for any building requiring piling, prior to the development of the building taking place, a report/method statement shall be submitted to and approved in writing by the Local Planning Authority detailing the type of piling and mitigation measures to be taken to protect local residents from noise and/or vibration. Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted in accordance with the provisions of BS 5228 - Part 4: "COP for noise and vibration control applicable to piling operations". Development shall be carried out in accordance with the approved details.

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

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

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

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

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

39. Applications for reserved matters approval, shall be supported by a Detailed Waste Management Plan (DWMP). The DWMP shall include details of:

a) the anticipated nature and volumes of construction waste.

- b) measures to ensure the maximisation of the reuse of waste.
- c) measures to ensure effective segregation of waste at source including waste sorting, storage, recovery and recycling facilities to ensure the maximisation of waste materials both for use within and outside the site.
- d) any other steps to ensure the minimisation of waste during construction
- e) the location and timing of provision of facilities pursuant to criteria b/c/d.
- f) proposed monitoring and timing of submission of monitoring reports.
- g) the proposed timing of submission of a Waste Management Closure Report to demonstrate the effective implementation, management and monitoring of construction waste during the construction lifetime of the development.

Unless otherwise agreed in writing, thereafter the implementation, management and monitoring of construction waste shall be undertaken in accordance with the agreed details and no individual building subject to a Detailed Waste Management Plan shall be occupied until the Waste Management Closure Report has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the sustainable management of construction waste (Cambridge Local Plan policy 3/1 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

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

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

41. No collection or deliveries to the site shall be carried for the purposes of construction outside the hours of 0730 to 1800 Monday to Friday, 0800 to 1300 on Saturdays and at no time on Sundays, Bank or Public Holidays, unless otherwise agreed in writing by the local planning authority in advance.

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

42. Where appropriate, full details of on-site storage facilities for waste, including waste for recycling, for that development parcel shall be submitted with all applications for reserved matters approval. Such details shall identify the specific positions of where wheelie bins, recycling boxes or any other means of storage will be stationed and the arrangements for the disposal of waste. No buildings shall be occupied until the approved facilities have been provided for that building and the facilities 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, to safeguard visual amenity and to ensure adequate waste storage and recycling provision (Cambridge Local Plan 2006 policy 3/12).

43. Prior to the commencement of that phase of development (approved in accordance with condition 6) within which alterations to the Carter Cycle Bridge are proposed, a detailed scheme for changes to the Carter Cycle Bridge shall be submitted to and approved by the local planning authority in writing. The detailed scheme shall include a detailed topographical and vegetation survey and a vegetation to be removed plan and shall include an assessment of the impact of the works on the residential amenities currently enjoyed by the occupiers of adjacent dwellings. The works to the cycle bridge shall be implemented in accordance with the approved details in advance of the use of the multi storey car park or the occupation of any other part of the development or in accordance with a timetable agreed in writing by the local planning authority.

Reason: In the interests of improving accessibility and highway safety and to safeguard the visual amenity of nearby residents (Cambridge Local Plan 2006 policies 3/4, 8/2 and 9/9).

44. Prior to the commencement of that phase of development (approved in accordance with condition 6) within which alterations to the Station Road/Hills Road junction are proposed, a detailed scheme for alterations of the junction of Station Road with Hills Road shall be submitted to and approved by the local planning authority in writing. The works to the junction shall be implemented in accordance with the approved details in advance of the use of the multi storey car park or the occupation of any other part of the development or in accordance with a timetable agreed in writing by the local planning authority.

Reason: In the interests of improving accessibility and highway safety (Cambridge Local Plan 2006 policies 8/2 and 9/9).

45. Prior to commencement of development a detailed scheme for alterations of the junction of Tenison Road with Station Road shall be submitted to and approved by the local planning authority in writing. The works to the junction shall be implemented in accordance with the approved details in advance of the use of the multi storey car park or the occupation of any other part of the development or in accordance with a timetable agreed in writing by the local planning authority.

Reason: In the interests of improving accessibility and highway safety (Cambridge Local Plan 2006 policies 8/2 and 9/9).

46. Prior to commencement of development a detailed scheme for alterations of the junction of Hills Road with Brooklands Avenue and creation of a fourth arm to the junction shall be submitted to and approved by the local planning authority in writing. The works to the junction shall be implemented in accordance with the approved details in advance of the use of the multi storey car park or the occupation of any other part of the development or in accordance with a timetable agreed in writing by the local planning authority.

Reason: In the interests of improving accessibility and highway safety (Cambridge Local Plan 2006 policies 8/2 and 9/9).

47. Prior to the commencement of that phase of development (approved in accordance with condition 6) within which alterations to the Tenison Road/Northern Access Road junction are proposed, a detailed scheme for alterations of the junction of the proposed Northern Access Road with Tenison Road shall be submitted to and approved by the local planning authority in writing. The works to the junction shall be implemented in accordance with the approved details in advance of the occupation of any development on Blocks C1, C2, D1, F1, F2, G1 and G2 or in accordance with a timetable agreed in writing by the local planning authority.

Reason: In the interests of improving accessibility and highway safety (Cambridge Local Plan 2006 policies 8/2 and 9/9).

48. Prior to the commencement of that phase of development (approved in accordance with condition 6) within which alterations to the Station Road/Southern Access Road junction are proposed, a detailed scheme for alterations of the junction of the proposed Southern Access Road with Station Road shall be submitted to and approved by the local planning authority in writing. The works to the junction shall be implemented in accordance with the approved details in advance of the occupation of any development on Blocks I1, I2, K1, K2, L1, L2, L3, L4, M1 and M2 or in accordance with a timetable agreed in writing by the local planning authority.

Reason: In the interests of improving accessibility and highway safety (Cambridge Local Plan 2006 policies 8/2 and 9/9).

49. Prior to the commencement of development a detailed scheme for the temporary Northern Access Road, including the junction onto Station Road and details of taxi queuing, shall be submitted to and approved in writing by the local planning authority. The temporary Northern Access Road shall be implemented in accordance with the approved details in advance of the use of the multi-storey car park. The temporary Northern Access Road shall not be closed or obstructed until such time as the Northern Access Road is in place and provides a complete link between Tenison Road and the station square/multi-storey car park.

Reason: In the interests of improving accessibility and highway safety (Cambridge Local Plan 2006 policies 8/2 and 9/9).

50. On completion and opening of the Multi-Storey Car Park the temporary car park shall cease operation and be closed.

Reason: To safeguard against an over provision of off street parking in the interests of promoting sustainable development and to accord with the City Council's parking standards. (Cambridge Local Plan 2006 policies 8/10 and 9/9).

51. Prior to or concurrently with the submission of the first of the reserved matters application(s) relating to student accommodation, a Student Departure and Arrival Traffic Management Strategy shall be submitted to and approved in writing by the local planning authority. Thereafter the approved Student Departure and Arrival Traffic Management Strategy shall be applicable to all student accommodation within the application site boundary and shall be operational upon first occupation of any block of student accommodation. Arrivals and departures of all occupiers of the student accommodation shall be carried out in accordance with the approved Student Departure and Arrival Traffic Management Strategy, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of highway safety and to safeguard the amenities of nearby residents (Cambridge Local Plan 2006 policies 3/4 and 8/2).

52. The detailed design of the bus interchange shall be the subject of a reserved matters submission. The design shall include details of the layout, arrangement and allocation of bus stops, bus shelters, information systems customer waiting facilities and facilities for bus drivers.

Reason: For the avoidance of doubt and in the interests of improving accessibility and highway safety (Cambridge Local Plan 2006 policies 8/2 and 9/9).

53. Prior to the commencement of development a detailed scheme for the temporary bus interchange facilities shall be submitted to and approved in writing by the local planning authority. The temporary bus interchange shall be implemented in accordance with the approved details in advance of the cessation of use of the existing bus stops. The temporary bus interchange shall not be closed or obstructed until such time as the permanent bus interchange is operational.

Reason: In the interests of improving accessibility and highway safety (Cambridge Local Plan 2006 policies 8/2 and 9/9).

54. With the exception of a maximum of 13 car parking spaces for use by occupiers of commercial space within the Multi Storey Car Park building and a maximum of 42 car parking spaces for use for operational purposes associated with the railway, the Multi Storey Car Park hereby permitted shall be used solely by railway users. The number of car parking spaces available for use by rail users shall not exceed 619 spaces. Prior to the commencement of use of either any temporary car park for railway users or the multi storey car park hereby permitted, full details of a strategy to prevent use of the temporary car park for railway users and/or the multi storey car park by non-railway users shall be submitted to and approved by the local planning authority in writing. The development shall be implemented in accordance with the approved strategy.

Reason: To safeguard against an over provision of off street parking in the interests of promoting sustainable development and to accord with the City Council's parking standards. (Cambridge Local Plan 2006 Spatial Strategy and policies 8/10 and 9/9).

55. No development shall commence on any phase until the applicant, their agent or successors in title have secured the implementation of the agreed written scheme of investigation (Environmental Statement Appendix D) for that phase.

This written scheme includes the following components, completion of each of which will trigger the staged discharging of the condition:

- (i) fieldwork for each phase in accordance with the agreed written scheme of investigation;

(ii) post-excavation assessment (to be submitted within six months of the completion of fieldwork, unless otherwise agreed in advance with the Planning Authority);

(iii) completion of post-excavation analysis, preparation of site archive ready for deposition at a store approved by the Planning Authority, completion of an archive report, and submission of a publication report (to be completed within two years of the completion of fieldwork, unless otherwise agreed in advance with the Planning Authority).

Reason: To ensure that an appropriate archaeological investigation of the site has been implemented before development commences. (Cambridge Local Plan 2006 policy 4/9)

56. Any reserved matters application for development that includes an underground car park shall include full details of the ventilation method for the underground car park.

Reason To enable the impact of ventilation plant serving underground car parking to be fully considered in the interests of residential amenity. (Cambridge Local Plan 2006 policy 3/4 and 4/13).

57. The maximum permitted car parking level for all residential development shall be 0.7 space/residential unit and for all commercial development 1space/125 sq m. All reserved matters applications for residential and commercial development shall 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. In the event that adverse impacts are identified it is expected that the amount of on site car parking will be reduced.

Reason: To safeguard against an over provision of off street parking in the interests of promoting sustainable development, to accord with the City Council's parking standards and to mitigate against the potential adverse impact of addition car parking within the AQMA. (Cambridge Local Plan 2006 Spatial Strategy and policies 4/14, 8/10 and 9/9).

58. Prior to the commencement of that part of the development for which reserved matters have been approved which lies within 5 metres of the route of the Cambridgeshire Guided Bus, full details of the design and construction methodology, facing materials, openings and maintenance of all building elevations within 5 metres of the route of the Cambridgeshire Guided Bus shall be submitted to and approved by the local planning authority in writing. The development shall thereafter be carried out in accordance with the approved details unless otherwise agreed by the local planning authority in writing.

Reason – To safeguard the route of the Cambridgeshire Guided Bus in the interests of improving accessibility and highway safety (Cambridge Local Plan 2006 policies 8/2 and 9/9).

59. Notwithstanding the information detailed on the parameter plans, no building shall exceed 50m AOD in height.

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

60. Prior to the commencement of any works affecting a listed building or Building of Local Interest full details of the means by which historic buildings and features will be protected during construction works shall be submitted to and approved in writing by the local planning authority. The development shall not commence until the agreed protection measures have been implemented.

Reason: To safeguard the visual amenities and historic fabric of listed buildings and Buildings of Local Interest (Cambridge Local Plan 2006 policies 4/10 and 4/12)

61. Prior to or concurrently with the submission of the first application for approval of Reserved Matters a Site Wide Traffic Management Design Strategy shall have been submitted to and approved in writing by the Local Planning Authority. The Site Wide Traffic Management Design Strategy shall be prepared in accordance with the principles established by this outline consent.

The Site Wide Traffic Management Design Strategy shall more particularly but not exclusively include:

- a) A signage strategy for signage associated with traffic management within the application site.
- b) The materials to be used for road markings associated with parking restrictions
- c) The materials to be used for the construction of guardrails.
- d) Palette of materials including integration with adjacent hard surfaced areas.
- e) The materials to be used for traffic calming measures such as build-outs, cushions and humps.
- f) Materials to be used for tactile paving

Thereafter, there shall be no variation or amendment to the approved Traffic Management Design Strategy unless formally agreed in writing by the Local Planning Authority.

Reason: To allow consideration to be given to the means by which signage and street clutter can be kept to a minimum and to ensure high quality design and co-ordinated development in accordance with Cambridge Local Plan policies 3/7, 3/11, 4/11 and 9/9.

62. Prior to the commencement of development a detailed scheme for the means by which access to Station Square and the bus only link from Hills Road will be restricted to authorised vehicles shall be submitted to and approved by the local planning authority in writing. Such details shall include physical features and signage to prevent access by cars, taxis and other unauthorised vehicles. The approved scheme shall be implemented in advance of first use of the bus interchange or in accordance with a timetable agreed in writing by the local planning authority.

Reason: To ensure high quality design and co-ordinated development in accordance with Cambridge Local Plan policies 3/7, 3/11 and 9/9.

INFORMATIVE: The Applicant is advised to use its best endeavours to retain the original design consultants who were engaged to prepare the masterplan, parameter plans and design Statement/Design and Access Statement, in an advisory role when developing and submitting reserved matters applications. It is advised that only qualified design teams with the necessary design skills and experience should develop design solutions for reserved matters applications to ensure that the vision of the site approved by the outline application is met.

INFORMATIVE: To satisfy condition 33 which requires the submission of a noise insulation scheme, the applicant is advised that the noise level from plant vents etc associated with this application should not raise the existing background level by more than 3 dB both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 5 minute period), at the boundary of the premises subject to this application and having regard to noise sensitive premises, both those existing in the area and any proposed noise sensitive premise within the development, itself. Tonal / impulsive noise frequencies should be eliminated or at least considered in any assessment and should carry an additional 5dB(A) correction. This is to guard against any creeping background noise in the area and prevent unreasonable noise disturbance to other premises.

It is recommended that the agent/applicant submits a noise survey/data in accordance with the principles of BS4142: 1997 "Method for rating industrial noise affecting mixed residential and industrial areas" or similar, which is specifically related to plant from buildings which have be approved under a full permission, at a later date. This will indicate/predict if noise generation from the plant is acceptable. Full acoustic calculations need to be detailed.

Such a survey should include details of proposed type of plant such as: number, location, sound power levels, noise frequency spectrums, noise directionality of plant, noise levels from duct intake or discharge points, attenuation details of any intended enclosures, silencers or barriers and hours of operation.

INFORMATIVE: To satisfy condition 34 which requires the submission of a scheme for noise insulation to the building envelope, the applicant / developer must ensure that the residential units fronting the principal roads are acoustically protected by a noise insulation scheme, to ensure the internal noise level within the habitable rooms, and especially bedrooms comply with British Standard 8233:1999 “Sound Insulation and noise reduction for buildings-Code of Practice” derived from the World Health Organisation Guidelines for Community Noise: 2000. The code recommends that a scheme of sound insulation should provide internal design noise levels of 30 LAeq (Good) and 40 LAeq (Reasonable) for living rooms and 30 LAeq (Good) and 35 LAeq (Reasonable) for bedrooms. Where sound insulation requirements preclude the opening of windows for rapid ventilation and summer cooling acoustically treated mechanical ventilation may also need to be considered within the context of this internal design noise criteria. Compliance with Building Regulation AD F: Ventilation will also need consideration.

It is likely that the residential units with rooms fronting the roads façade will require non-openable acoustic double-glazing and some form of forced ventilation or comfort cooling such as air conditioning as part of any noise insulation scheme. Due to the relatively high ambient noise levels it is likely that a ducted ventilation system which intakes on the quiet side of the building not fronting the roads will be required.

INFORMATIVE: With regard to construction noise / vibration the applicant is advised to contact:

- i. The Considerate Contractors’ Scheme
- ii. The Health & Safety Executive, 14 Cardiff Road, Luton, LU1 1PP: -Tel No: 01582 444200 concerning health and safety regulation requirements associated with the construction and operational phases. Considering the age of these buildings asbestos may be present and will need to be removed in accordance with appropriate regulations.

The Environment Agency, Brampton Environment District, Bromholme Lane, Brampton, Huntingdon, Cambs, PE28 4NE, Tel no: 01480414581 for advice regarding, the removal and disposal of waste and adherence with Agency pollution prevention guidelines. The waste produced on the site during demolition / construction will be subject to the general Duty Of Care under the Environmental Protection Act 1990 and is likely to be subject to control under the Waste Management Licensing Regulations 1994 and the Special Waste Regulations 1996 (hazardous waste).

INFORMATIVE: To satisfy condition 35 which requires the submission of a demolition / construction noise and vibration impact reports, the following should be included in any report: details regarding the phasing of the demolition, the demolition activities of each phase, the timetable for that phasing, associated predicted noise and vibration levels at the nearest noise sensitive locations, details of any noise/vibration mitigation measures and noise/vibration monitoring. The report should also detail liaison, consultation and public relation arrangements. This report could detail phase schemes as they progress. In relation to environmental construction noise impact we recommend the developer uses the standard the City Council requires in relation to noise levels when letting contracts, known as clause 109 Noise Control.

INFORMATIVE: To satisfy condition 42 which requires the submission of details for on site waste storage the applicant should contact the Waste Strategy Officer for further advice and clarification regarding the provision of waste storage and collection requirements

INFORMATIVE: The following conditions will be applied to any listed building consent or conservation area consent to be granted for demolition works:

A: No works for the demolition or part demolition of a listed building, the buildings of local interest, or of the Deity buildings shall be commenced unless and until:

a) a contract has been let, in each case, for a replacement development which has the benefit of full planning permission;

b) the building has been recorded and items / features / materials worthy of salvage identified, to a specification to be agreed by the City Council's Historic Environment Manager and the County Council's Development Control Archaeologist; the completed record has been approved by them; and copies of the record have been deposited with the City and County Councils and the Cambridgeshire Collection.

B: Items features or materials noted as worthy of salvage shall be carefully removed for re-use, within the CB1 development where possible; the re-use or other disposal of such items shall be subject to the prior written approval of the City Council.

INFORMATIVE: Listed building consent and Conservation Area Consent will be required in advance of any works to the listed Station Building and other buildings within the Conservation Area. The grant of Outline Planning Permission should not be regarded as pre-determining the outcome of these applications which will be considered on their own merits.

Reasons for Approval

This development has been approved subject to conditions and following the prior completion of a section 106 planning obligation/a unilateral undertaking, because subject to those requirements it is considered to generally conform to the Development Plan, particularly the following policies:

East of England plan 2008: SS1, SS2, SS3, SS4, E2, H1, H2, T1, T2, T3, T4, T5, T8, T9, T13, T14, T15, ENV6, ENV7, ENG1, CSR1, CSR2 and CSR4

Cambridgeshire and Peterborough Structure Plan 2003: P6/1, P9/8 and P9/9.

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

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

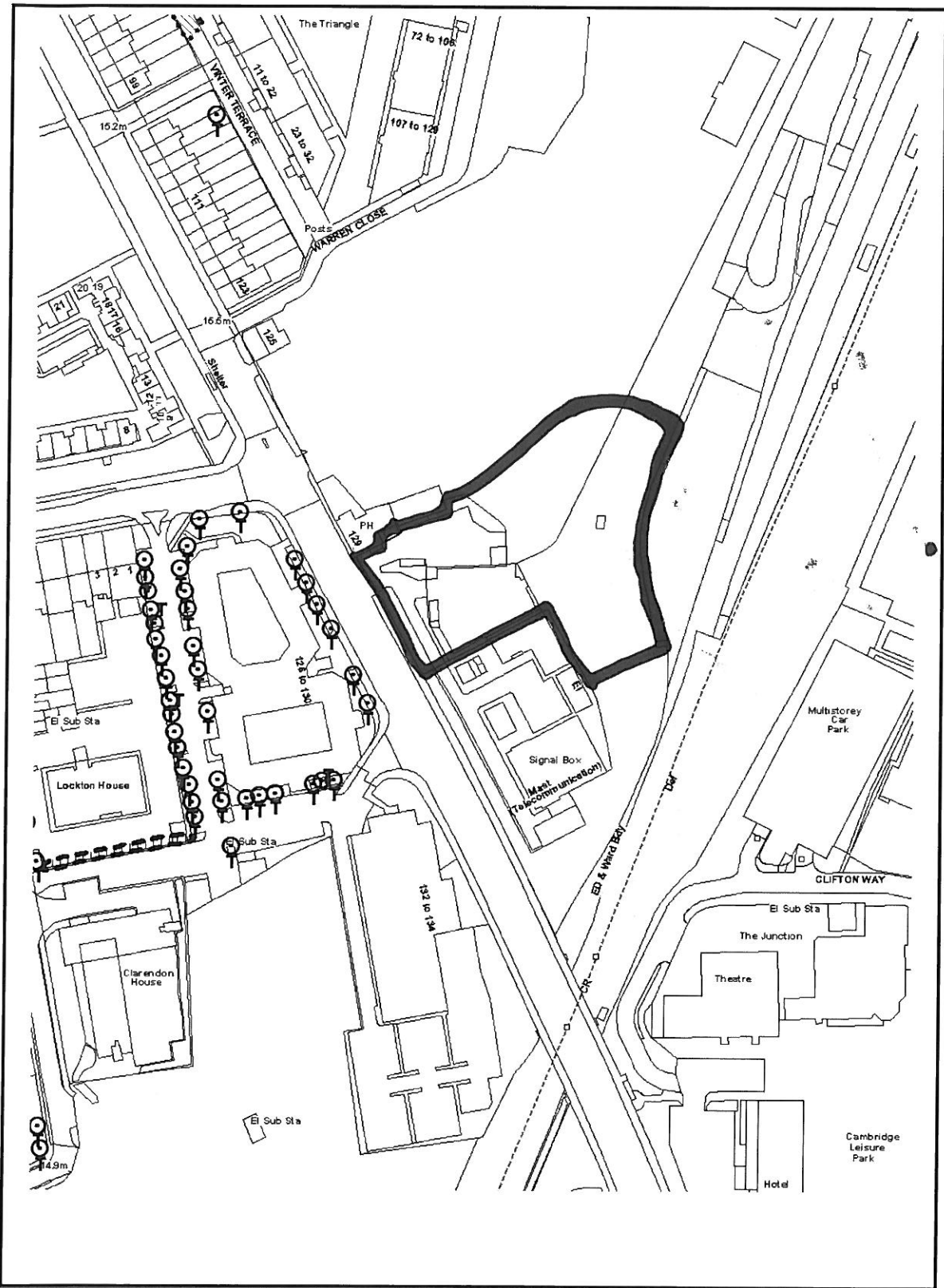
These reasons for approval can be a summary of the reasons for grant of planning permission only. For further detail on the decision please see the officer report by visiting the Council Planning Department.

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

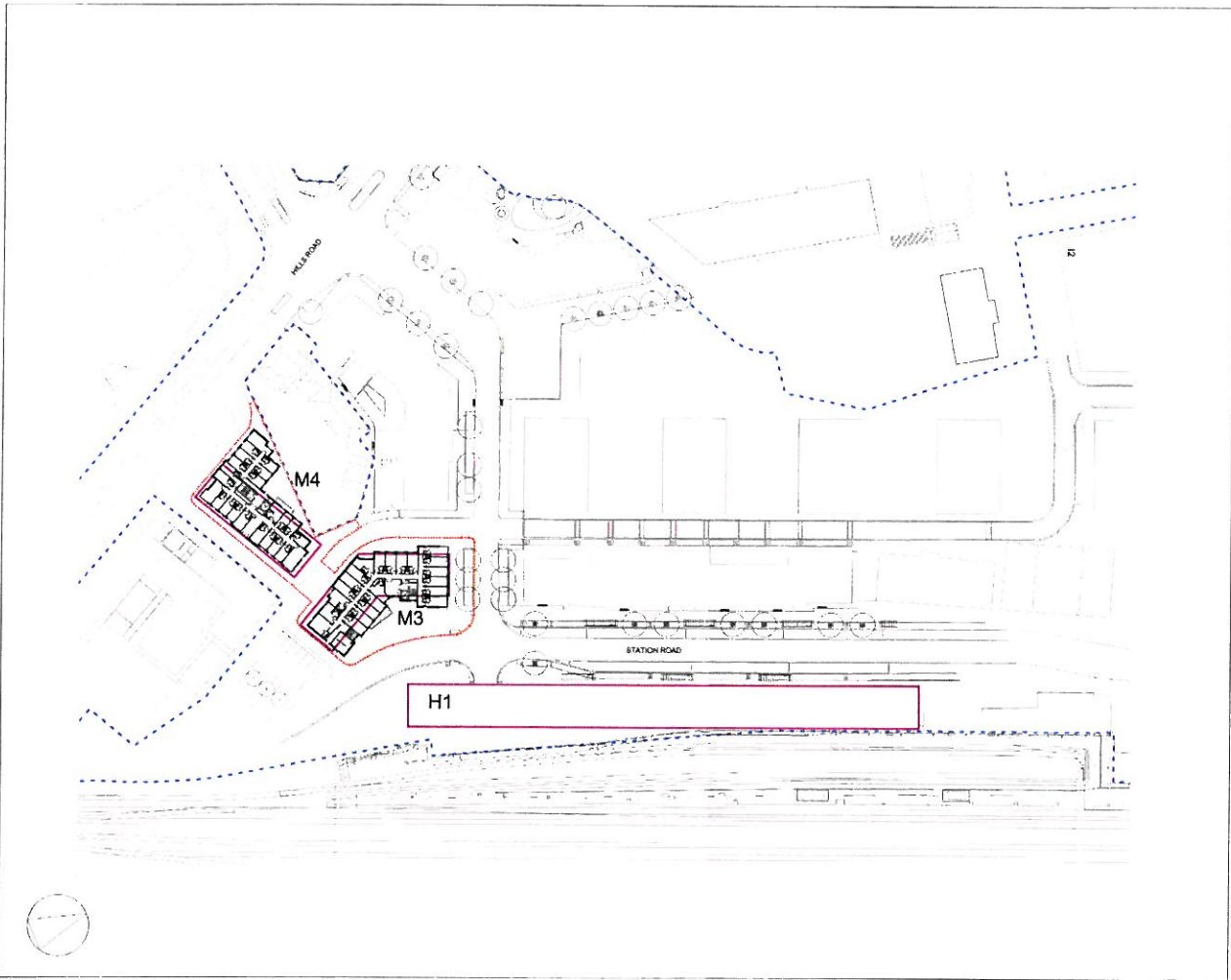
Under Section 100D of the Local Government Act 1972, the following are “background papers” for each report on a planning application:

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.

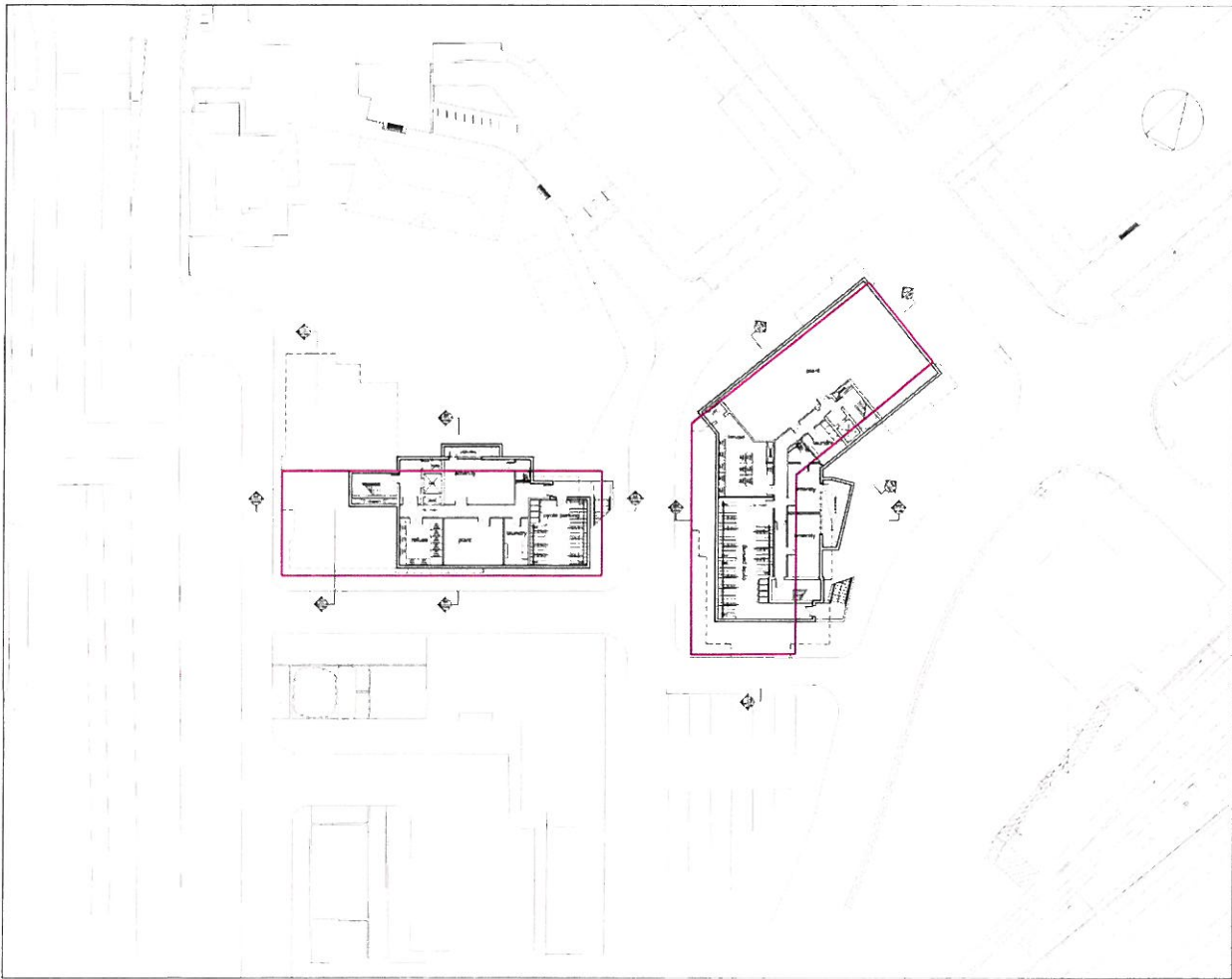
These papers may be inspected on the City Council website at:
www.cambridge.gov.uk/planningpublicaccess
or by visiting the Customer Service Centre at Mandela House.



11/1538/S73
Redevelopment Station Area CB1 Station Road



CLIENT
STRUCTURAL DIVISION
PROJECT NUMBER
CONSULTANT
REV. PLAN
NOTES
<p>THIS PLAN IS THE PROPERTY OF TP BENNETT AND IS TO BE USED ONLY FOR THE PROJECT SPECIFICALLY IDENTIFIED IN THE TITLE AND REPORT.</p> <p>THE DRAWING IS PROVIDED BY CONSULTANT FOR THE CLIENT'S USE ONLY. THE CLIENT ACCEPTS FULL RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION PROVIDED TO THE CONSULTANT AND THE CONSULTANT'S LIABILITY IS LIMITED TO THE SERVICES PROVIDED TO THE CLIENT.</p>
<p>LEGEND</p> <ul style="list-style-type: none"> - - - - - EXTENT OF DEVELOPMENT --- --- PROPOSED PLAN
<p>D. P. B. S. 1997 (Rev. 2011) 100% 100%</p>
<p>FOR INFORMATION tp bennett</p> <p>100% 100%</p> <p>The drawings have been prepared from computer generated data and are not to be used for any other purpose without the written consent of tp bennett.</p>
<p>Project: Station Road Cambridge Buildings M3-M4</p> <p>Drawn By: [Name] Site Plan</p>
<p>A10231 D 1700 I1</p>



CLIENT
 PROJECT NAME
 PROJECT NUMBER
 DRAWING NUMBER
 DATE

DRAWN BY
 CHECKED BY
 APPROVED BY

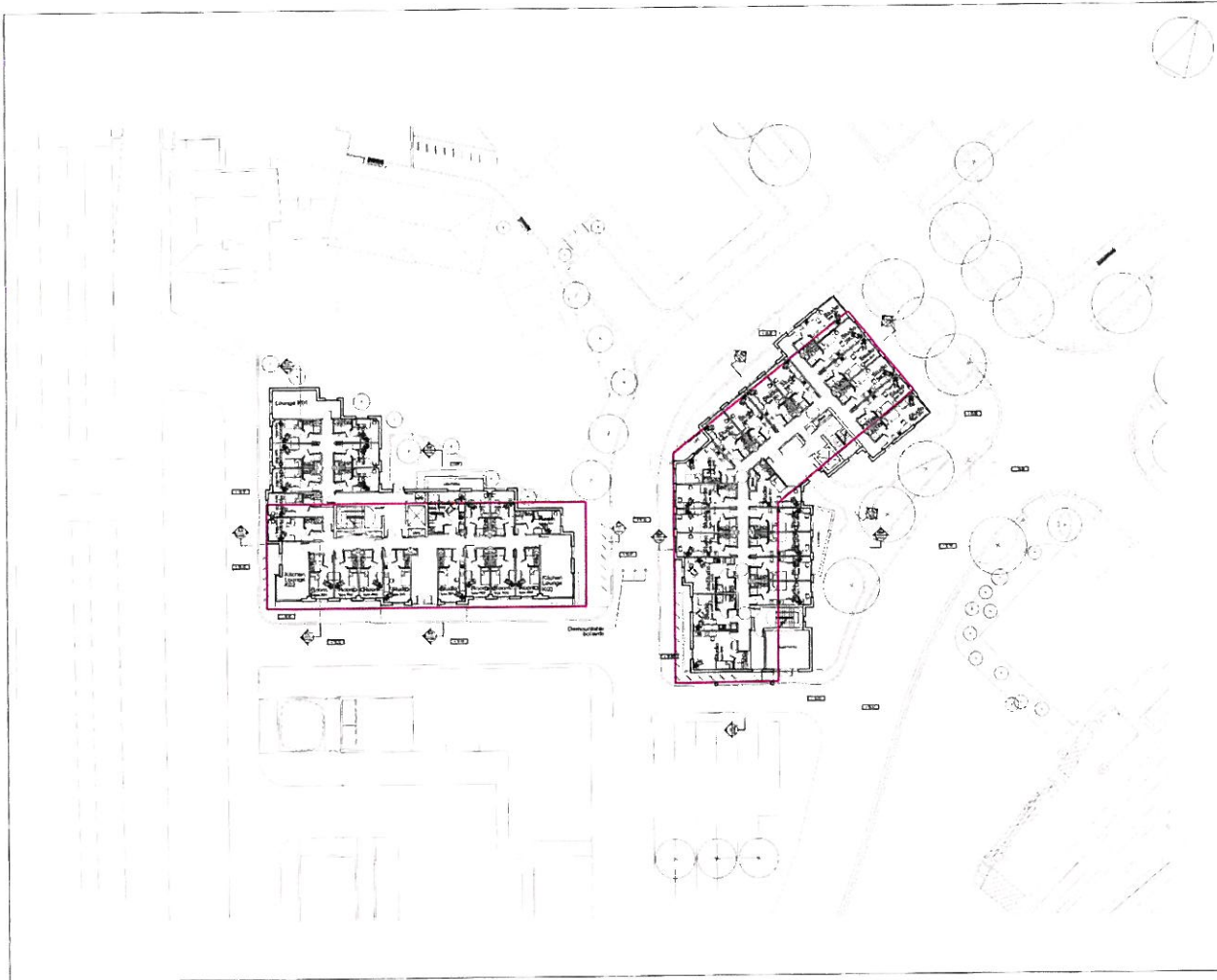
PROJECT DESCRIPTION
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DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]

PROJECT NAME: [Name]
 PROJECT NUMBER: [Number]
 DRAWING NUMBER: [Number]
 DATE: [Date]

FOR INFORMATION
tp bennett
 architecture
 planning
 Station Road
 Cambridge
 Buildings M3-M4
 Proposed Basement Plan

Scale: 1:500
 Date: 20/08/2011
 Drawing No: A10231 D 1701 11



ADJUST
 STRUCTURAL ENGINEER
 ARCHITECT'S SIGNATURE
 CONTRACT NO.
 DATE

NOTES
 ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE BUILDING REGULATIONS AND THE BUILDING ACT 1984.
 ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE BUILDING REGULATIONS AND THE BUILDING ACT 1984.
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— PARAMETER PLAN

FOR INFORMATION
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 TEL: 01223 326326
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 WWW: TPBENNETT.CO.UK

Station Road
 Cambridge
 Buildings M3-M4
 Drawing No.
 Proposed Ground Floor Plan

NO.	DATE	BY	CHK'D BY	AS PER
A10231	14/09/09	14		
	11/15/09	1/2		
	11/15/09	3		

Returns to: 326326