PLANNING COMMITTEE MEETING – 03rd July 2013

Amendment/De-brief Sheet

PLANNING APPLICATIONS

CIRCULATION: First

ITEM: APPLICATION REF: 11/1294/FUL

Location: Travis Perkins Trading Co Ltd, Devonshire Road, Cambridge

Target Date: 26/12/2011

To Note:

1.0 **Additional Representations**

1.1 Since the completion of the Committee report, additional representations have been received from the occupiers of the following addresses;

- 5 Devonshire Road
- 9 Devonshire Road
- 25 Devonshire Road
- 46 Devonshire Road
- Angus Close
- 9 Tenison Avenue

1.2 The issues raised in these representations are as follows;

- Increase in traffic through Devonshire Road due to the congestion on the Mill Road junction;
- Objection to the removal of all the trees along the road;
- The design of the buildings is modern and does not match the historic design of the area;
- The lack of provision for the Chisholm Trail;
- Covenants upon the land and restrictions on the usage of the land and the type of development permitted;
- The proposals does not meet local plan requirements for the recommended amount of public green space

1.3 These issues have all been addressed in the Committee report, apart from the concern of covenants upon the land. Any covenants that do exist are not a material planning consideration and would is a legal matter that runs in parallel with the planning application process. It would be for the applicants to seek legal advice on this matter separately.

2.0 **Additional Consultee Comment**

Streets and Open Spaces (Green Spaces Manager)

2.1 I have had a look on public access at the pocket park design, and the landscape design strategy. It is often documented in studies that there is an under provision of open space in the Petersfield area, and for that reason it is imperative with this application that the design makes maximum use of the offered and available open space. I will let the landscape team make comment on the design components, however my initial view is the space offers very little opportunity for anything other than sitting.

With regards off site contributions, improvements could be made at Great Eastern Street Play Area, Gwydir Street Play Area, Dales Brewery frontage and at Ravensworth Gardens. Not essentially open space but these sites need to be of the highest standard because of the shortfall in quantity.

3.0 The minutes of the DCF are attached to the amendment sheet.

Amendments To Text: None.

Pre-Committee Amendments to Recommendation: None

DECISION:

CIRCULATION: First

ITEM: APPLICATION REF: 11/1295/FUL

Location: Travis Perkins Trading Co Ltd, Devonshire Road, Cambridge

Target Date: 30/01/2012

To Note:

1.0 **Additional Consultee Comments;**

1.1 **Streets and Open Spaces (Tree Team)**

The tree belt along Devonshire Road is a valuable visual and environmental addition to the area and as such its loss is not acceptable. As such, the proposal for its removals is strongly objected too.

Any development of this site should incorporate the retention of the tree belt as a whole. However, it is accepted that some management would be appropriate for the future enhancement of the belt.

1.2 **Senior Sustainability Officer (Design and Construction)**

Third Response (26th June 2013)

I've had a look through the revised energy report, which shows that there is capacity on the new depot building for an 18m2 photovoltaic array, which should lead to 1.02 tonnes of carbon dioxide savings per year, representing a 5% reduction from on-site renewables. While this is below the 10% required by Policy 8/16, it is recognised that there in insufficient roof space for additional photovoltaic panels at the optimum orientation, and as such the approach being taken is supported. It is also noted that in addition to on-site renewables, the provision of a smaller warehouse building presents opportunities to enhance the fabric specification and energy efficiency of Travis Perkins business operations, leading to further emissions reductions, which is also supported.

2.0 The minutes of the DCF are attached to the amendment sheet.

Amendments to Text:

3.0 **Transport Movements**

3.1 Information has been provided relating to the number of trips that are generated by customer deliveries both as existing and as proposed. Trip data obtained for the existing site is not specific to goods deliveries or customer deliveries and whether they were carrying goods/materials upon entering or leaving the site. However, using the surveyed HGV movements, the view is that there are approximately 20 trips (40 movements) are made for customer deliveries per weekday and on Saturdays.

3.2 As proposed, deducting the one goods delivery made to the site each day, there will be 8 customer delivery movements into the site and 7 out of the site a total of 15 trips. This results in an expected 63% reduction in HGV movements into and out of the proposed site when compared to the existing use.

3.3 It is acknowledged that although the transport assessment attributes some of the reduction in HGV movements because a proportion of the customer deliveries would be facilitated from other another depot. However, Travis Perkins are yet to find another depot that is located on the outskirts of the City, although they are keen to pursue this. At present, there are no arrangements for the other two sites that are in closest proximity (Stapleford and Cottenham) to the site to absorb any customer deliveries that cannot be accommodated from the Devonshire Road depot.

Pre-Committee Amendments to Recommendation:

Amendment to condition 16;

The hours for trade should read as 07:00 hours to 17:00 hours, Monday to Friday and 07:00 hours to 12:00 hours on Saturday and at no time on Sundays and Public Holidays.

New Condition;

35 No demolition or construction of the approved development shall take place until a full photographic record and survey by measured drawing has been made depicting the existing water tower on the north east corner of the site and the existing railway building that is embedded within the existing depot building. A copy shall be deposited with each of the following organisations: the Cambridgeshire Collection of the Central Library, Lion Yard, Cambridge; the County Archive, Shire Hall, Castle Hill, Cambridge, and the local planning authority. The precise number and nature of the photographs, drawings and samples to be taken is to be agreed in advance with the local planning authority and the format in which they are to be displayed and titled is to be agreed with the local planning authority before the deposit is made.

Reason: to foster understanding of the building's importance in the national and Cambridge context, and to ensure proper recording of any aspects of the building's special interest which are to be lost or altered. (Cambridge Local Plan 2006, policy 4/11)

DECISION:

CIRCULATION: First

ITEM: APPLICATION REF: 13/0584/FUL

Location: UTC Cambridge, Long Road Sixth Form College, Long Road, Cambridge

Target Date: 24/06/2013

To Note:

- A Geotechnical & Land Contamination Assessment was received on 19th June 2013. This was forwarded to Environmental Services but a response has not yet been received. There is insufficient time to assess this document and I therefore recommend the inclusion of the updated Land Contamination condition 8.

- Further consultee comments were received from the Cycling and Walking Officer on 24th June 2013 and from Sustainable Communities at Cambridgeshire County Council on 19th June 2013. The comments from Sustainable Communities were sent directly to the applicant. The applicant responded to these on the 25th June 2013. The comments are detailed in the section below.

- Comments were received from Cambridgeshire Fire and Rescue Service on 24th June 2013. They requested the inclusion of a condition to ensure an adequate provision be made for fire hydrants. A condition is recommended.

- A revised Public Art Delivery Statement Revision A was received on 27th June 2013. It explains that they will provide a budget for the delivery of public art which is 1% of construction cost for the scheme. This addresses the Public Art Officer's concerns. Public art condition number 18 has been updated to secure the correct provision of public art.

- Revised drawings 13401-PA-001/A Landscape Layout and 13401-PA-600/A Arboricultural Impact Assessment were received on 1st July 2013. They show the retention of trees numbered 1468, 1469, 1470 and 1491 as requested by Landscaping. Trees labelled 1493 and 1494 would be removed.

- The applicant requested that the soft landscaping condition be triggered prior to occupation of the building rather than prior to commencement of the development. This has been requested to allow time to respond to any small design developments that may occur to the building as the project progresses. I consider this to be reasonable as planting details such as typical species and densities were provided as part of the application. The wording of condition 13 has been altered and an additional condition 31 has been included.

- The Access Officer requested by email on 24th June 2013 that there needs to be a 1.8m pavement leading from Long Road to the front entrance with dropped kerbs. The drawings show a pavement from the proposed building linking to Robinson Way. The majority of the land between Long Road and the site entrance where the Access Officer requested a pavement is outside the application site. I consider this cannot be reasonably included as a condition.

- A Sustainability, Compliance and Thermal Modelling Report was submitted on 27th June 2013 in response to the Sustainability Officer's comments. However, there is insufficient time for this to be assessed.

Amendments To Text:

Cambridgeshire County Council (Sustainable Communities – Transport Assessment Manager)

6.4 We have a number of queries regarding the Transport Assessment that accompanies the UTC application:

- we discussed the transport survey data that you have collected and you said you would take another look at this and advise whether you can derive arrival / departure trip rates by hour - this could then be used to derive a parking accumulation profile showing how the demand for car parking develops through the day. This can then be compared to the proposed level of provision to ensure these are in-line. If the accumulation analysis shows greater demand then this indicates the need for the travel plan to work 'harder'; it would also give an indication of the potential for increased off-site parking pressures

***Applicant's Response**:* The proposed UTC development includes for the provision of 48 car parking spaces on the site, including 3 accessible parking bays. This is in line with the Cambridge Local Plan parking standards which state a maximum provision of '2 spaces for every 3 members of staff' for non-residential higher and further education outside the CPZ. Considering the proposed complement of 70 staff for the UTC, it is not possible to provide additional car parking on site without exceeding the Cambridge Local Plan parking standards. Parking on- and off-site will be managed through UTC Travel Plan measures. It is therefore considered that further work preparing a parking accumulation profile for the UTC is unnecessary.

Planning Officer's Response: *The onsite car parking provision exceeds the maximum standards as set out in the Local Plan, however I consider this justifiable for this site location. I therefore consider the existing provision acceptable.*

- can a similar analysis be undertaken for cycle parking to provide the reassurance that the proposed 156 spaces (page 23) is adequate as this feels low currently, particularly given that we would anticipate a number of staff / students would also cycle to/from the station

***Applicant's Response*:** We have based the proposed number of cycle parking spaces on site (156 proposed) on our analysis which considered the predicted demand for cycle parking at the UTC site.

Planning Officer's Response: *Condition 6 covers cycle parking phasing.*

- the junction impact assessment (page 22) assumes a flat profile of arrivals but is this borne out by the survey data? Your analysis suggests there is significant reserve capacity so even if demands are more peaked than you have modelled sufficient reserve capacity should remain - however this needs verifying. On a related point, can you confirm that the modelled 'without development' queues are representative of reality?

***Applicant's Response*:** To confirm, the 'Direct Input' method for the input of data into the PICADY model was used instead of the 'O-D Tab' method, as requested by yourselves at the TA scoping meeting. The 'Direct Input' approach allows the peaks observed in the traffic survey data to be more accurately represented in the model. The text on page 22 of the TA should be revised to read:

"The PICADY models have been prepared using the "Direct Input" approach for traffic flows. This method is considered a true reflection of travel behaviour across a peak time period, as it applies a profile observed in the traffic survey in the peak hours."

Planning Officer's Response: *I recommend this be dealt with by condition.*

- the TA briefly discusses off-site parking (page 12) - we would welcome your further thoughts on how the potential increased parking pressures in the nearby streets could be managed/reduced.

***Applicant's Response*:** Staff and students will be strongly discouraged from parking on-street on local residential streets via UTC policy, management of parking and supervision by UTC staff. This could include patrols of local residential streets by UTC staff with the aim of identifying any students and staff who are not complying with this policy. The UTC aspires to be a 'good neighbour' to local residents and will monitor the situation carefully to identify any issues with off-site parking, and will deal swiftly with any issues arising.

Planning Officer's Response*: The on-site car parking provision meets the maximum standards set out in the Local Plan (2006). A request for ideas on how to reduce or manage parking pressures on roads which falls outside the site boundary, is not considered appropriate as part of the planning application.*

- the travel plan raises a number of questions where further information is required - it might be that this is best dealt with via a Condition that requires agreement to the Travel Plan but issues include the need for greater detail on the management of pick-up and drop-off (page 7), clarification of what cycle 'usage' means on page 7), further details on servicing management (again, servicing arrangements could perhaps be dealt with via Condition?), further details of governance and monitoring arrangements, review of the targets (those on page 12 shows a 60% single occupancy target / 65% car borne target which would require further review on your part given the location/nature of the UTC, the need to appoint the TPC earlier than proposed to ensure the first cohort of student and staff entries can be influenced early, the potential need for liaison with the Travel for Work partnership and possible joint-working with other local employers, the need to reflect the role of the proposed shuttle bus mentioned in the TA.

***Applicant's Response*:** Noted that it is proposed to include the provision of further information relating to the UTC Travel Plan as a planning condition.

Planning Officer's Response*: These points can be dealt with by condition. I recommend a condition is included to address these issues.*

- construction traffic matters are not discussed but presumably development of a construction management plan could also be subject to a Condition?

Applicant's Response: A full Construction Traffic Management Plan will be prepared by the appointed contractor. However, options for the location of a site compound and parking for construction vehicles have already been explored, and, due to the lack of availability in other suitable locations, a construction compound on the all-weather court to the south of the proposed UTC building is considered the preferred option. The intention is to provide a separate access/egress for construction vehicles from Robinson Way. The contractor will build an additional subcontractor parking area to prevent problems with off-site parking.

Planning Officer's Response*: Condition 5 addresses this.*

- we have some concerns over local provision for cyclists and site layout - for example, the main pedestrian route shown in the D&A statement does not provide a footway and the existing routes through the planted area at the front of the college will be blocked by the new car parking. Cycle access also requires reviewing including considering the suitability of the shared path on Long Road. As noted above, further analysis of the levels of cycle parking proposed would be helpful, together with an indication of where the future spaces could be provided if required.

Applicant's Response: Existing pedestrian routes through the planted area fronting Long Road will be rationalised, with clear connections provided to the UTC building - a revised site layout plan is being prepared which shows this in more detail. As described above, analysis of the level of cycle parking required on site is attached for your information. Once the UTC site becomes operational, the usage of the cycle parking provided will be monitored. If it is considered that additional cycle parking is required, then this would be provided in an area shared with Long Road 6th Form College.

Planning Officer's Response: *The paths referred to here are outside the site boundary. It is considered unreasonable to ask the applicant to upgrade these paths outside of their ownership. Condition 6 covers cycle parking phasing. Paragraph 8.43 of the committee report highlights the Transport Assessment's monitoring of cycle usage. A condition can be included to ensure the Transport Assessment is complied with.*

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

6.9 The Transport Assessment states that 'the provision for pedestrians and cyclists in close proximity to the site enables a high level of accessibility to the proposed UTC'. This is not the case.

The shared paths in the vicinity of the site are very narrow and have been identified by the Highway Authority as requiring improvement in order to meet demand. This demand is likely to increase with this new development, which makes the widening of the shared path on the south of Long Road, particularly from the pedestrian crossing to the junction with Robinson Way, even more of a priority. The access for pedestrians is shown as being along the west side of Robinson Way into the site access. This section of road does not have a footway which is unacceptable.

Negotiation is needed to secure a widening of the Long Road shared path north of the site and the provision of a hard surfaced footway along the west side of Robinson Way between Long Road and the site access.

An alternative access would be via the existing paths which go through the planted area to the north of the site which could be improved to accommodate cyclists and increased pedestrian use. However, these paths will be blocked by the proposed car parking. In order to provide this access the car parking should be revised.

Current access to the cycle parking will be extremely difficult due to location of the barriers to the car parking. The applicants need to confirm that cyclists will be able to by-pass these barriers and this should be a condition of approval.

Cycle Parking:

Whilst the Travel Plan and Transport Assessment outline the mode of travel expected and give strong reasons why this application does not meet the City Council's cycle parking standards, the level of cycle parking at just over 20% of staff and students is low. At a minimum the applicant's must indicate where, if demand is shown, additional racks could be located which are easily accessible. A condition of approval should be that the demand for cycle parking is reviewed on a regular basis and that additional racks will be installed if the provided racks are often full and cycles are left around the site as a consequence.

Planning Officers response: *It is considered unreasonable to ask the applicant to upgrade paths outside of the site. Condition 6 covers cycle parking phasing. Paragraph 8.43 of the committee report highlights the Transport Assessment's monitoring of cycle usage. Details of the vehicle barriers will be required by the hard landscaping Condition 13.*

7.0 Representations:

- An additional third party comments has been received from 38 Scotsdowne Road. They support the concept of a high status technical training. However, they are concerned with the significant reduction in recreational space and overdevelopment of the site and raised some comments with the internal layout of the building. Concerned with the speed the application has been rushed through too.

Planning Officers Response: *These points have been addressed under paragraphs 8.5, 8.6, 8.7, 8.10, 8.11 of the report. The comments on the internal layout and speed of the application are not considered material planning considerations.*

Trees and Landscaping

8.15 Many of the trees near the entrance are poor quality and will be removed to facilitate the development. The Council's Landscape Architect considers that six additional trees near the site entrance are of sufficient quality to be retained to help screen the site and reduce the visual impact of the building. The retention of all six trees would lead to the loss of four car parking spaces. Two trees Landscaping would like to be retained are numbered 1493 (Horse Chestnut) and 1494 (Field Maple) on the drawings and are within the car parking area. They are graded category C in the Tree Survey and Arboricultural Impact Assessment. This classification means they are of low quality and value or limited long term potential. Landscaping acknowledge

that many of the trees proposed to be removed are of poor value, but would like some of the trees to be retained to reinforce the character of the Long Road Plantation (TPO) trees. I consider the loss of trees numbered 1493 and 1494 to be acceptable as they are within the car parking area and are not easily seen from outside the site. The retention of the four other trees requested by Landscaping would result in the reconfiguration of the car parking. However, there would be no change to the number of car parking spaces for either the new college or Long Road Sixth Form College.

Public Art

8.19 The updated Public Art Delivery Statement Revision A was received on 27th June 2013. It states that 'in accordance with the Public Art Supplementary Planning Document, budget for the delivery of public art will be £70,000, which is 1% of the £6,929,066 construction cost of the scheme.'

8.20 The revised Public Art Delivery Plan addresses issues raised by the Public Art Officer. The wording of Condition 18 in relation to public art has been revised. It specifies the requirement of 1% of the capital construction costs on the provision of the Public Art.

Pre-Committee Amendments to Recommendation:

Reasons for Approval:

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

Cambridgeshire and Peterborough Structure Plan (2003): P6/1, P9/8

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

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.

3.In reaching this decision the local planning authority has acted on guidance provided by the National Planning Policy Framework, specifically paragraphs 186 and 187. The local planning authority has worked proactively with the applicant to bring forward a high quality development that will improve the economic, social and environmental conditions of the area.

Include the following amendment to and new conditions:

Amended conditions

8. No development approved by this permission shall be COMMENCED prior to a contaminated land assessment and associated remedial strategy, being submitted to the LPA and receipt of approval of the document/documents from the LPA. This applies to paragraphs a), b) and c). This is an iterative process and the results of each stage will help decide if the following stage is necessary.

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

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

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

No development approved by this permission shall be OCCUPIED prior to the completion of any remedial works and a validation report/s being submitted to the LPA and receipt of approval of the document/documents from the LPA. This applies to paragraphs d), e) and f).

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

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

(f) Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved by the LPA. The closure report shall include details of the proposed remediation works and quality

assurance certificates to show that the works have been carried out in full in accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from site.

Reason: In the interests of the amenities of future occupiers, Cambridge Local Plan (2006) policy 4/13.

13. No development shall take place until full details of hard landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, vehicle barriers, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (eg drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

18. Prior to commencement of development, full details of the capital construction costs of the development shall be submitted to and approved by the local planning authority in writing.

To expend not less than 1% of the capital construction costs on the provision of the Public Art.

Prior to the commencement of development, with the exception of any works of demolition or below ground works, a Public Art Delivery Plan and Public Art Maintenance Plan shall be submitted to and approved in writing by the local planning authority.

The Public Art Delivery Plan shall include:

Details of the Public Art and artist commission; Details of how the Public Art will be delivered, including a timetable for delivery; Details of the location of the proposed Public Art on the application site or within the development, including a location plan; A breakdown of costs and how one percent of the capital construction costs will be spent on the provision of Public Art;

The proposed consultation to be undertaken with the local community including ward councillors on the proposed Public Art; and the proposed engagement with the local community to promote the Public Art once completed.

The Public Art Maintenance Plan shall include:

Details of how the Public Art will be maintained for the life of the Public Art, including how often maintenance will be needed; The proposed insurance of the Public Art against loss or damage for the life of the Public Art; How any repairs would be carried out, including how and to where the Public Art would be moved, if that is necessary; and how the Public Art would be repaired/replaced in the event that it is damaged/destroyed completely;

The approved Public Art Delivery Plan shall be fully implemented in accordance with the approved timetable.

On completion of the Public Art it shall be maintained, repaired, insured and (if necessary) replaced in accordance with the approved Public Art Maintenance Plan, unless otherwise agreed in writing by the local planning authority.

Once in place, the Public Art shall not be moved or removed otherwise than in accordance with the approved Public Art Maintenance Plan.

Reason: To ensure the public art makes a positive and contribution to the site (Cambridge Local Plan 2006 policy 3/7).

19. Use of the all weather pitch hereby approved shall not commence until a community use agreement has been submitted to and approved in writing by the Local Planning Authority. The agreement shall outline the secure use of the all weather pitch by the public between 17:00 to 21:30 Monday to Friday and between 9:00 to 18:00 Saturday, Sunday and Bank Holidays. The development shall not be used at any time other than in compliance with the approved agreement.

Reason: To secure community access to the sports facilities in accordance with Cambridge Local Plan policy 5/12.

<u>New conditions</u>

22. No development approved by this planning permission shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1) A preliminary risk assessment which has identified: all previous uses potential contaminants associated with those uses a conceptual model of the site indicating sources, pathways and receptors potentially unacceptable risks arising from contamination at the site.

2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason. In order to comply with paragraphs 109 and 121 of the National Planning Policy Framework (2012).

23. No occupation shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason. In order to comply with paragraphs 109 and 121 of the National Planning Policy Framework (2012).

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

written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason. In order to comply with paragraphs 109 and 121 of the National Planning Policy Framework (2012).

25. No infiltration of surface water drainage into the ground will be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

    Reason. In order to comply with paragraph 109 of the National Planning Policy Framework (2012).

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

    Reason: To accord with Policy 3/4 and 3/12 of the 2006 Cambridge Local Plan.

27. Before starting any brick or stone work, a sample panel of the facing materials to be used shall be erected on site to establish the detail of bonding, coursing and colour and type of jointing and shall be agreed in writing with the local planning authority. The quality of finish and materials incorporated in any approved sample panel(s), which shall not be demolished prior to completion of development, shall be maintained throughout the development.

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

28. Before the development hereby permitted is occupied, details of equipment for the purpose of extraction and/or filtration of fumes and or odours shall be submitted to and approved in writing by the local planning authority. The approved extraction/filtration scheme shall be installed before the use hereby permitted is commenced.

    Reason: To accord with policy 4/13 of the 2006 Cambridge Local Plan.

29. The use of the all weather pitch herby approved shall only be used during the hours of 09:00 - 21:30 hours Monday to Friday and during the hours of 09:00 18:00 hours Saturday to Sunday.

Reason: To protect the amenities of residential properties and to accord with policy 4/13 of the 2006 Cambridge Local Plan.

30. Prior to occupation of the development full details of soft landscape works shall be submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12).

31. No development shall commence on site until further Travel Plan information has been submitted to and approved in writing by the local planning authority. This shall include greater detail about the management of pick up and drop offs, clarification of cycle usage, further details on servicing management, details of the junction impact assessment and details of governance and monitoring arrangements. The Travel Plan shall be implemented as approved upon the occupation of the development and monitored in accordance with details to be agreed in writing by the local planning authority.

In the interests of encouraging more sustainable modes of transport to and from the site (Cambridge Local Plan 2006 policy 8/3).

32. Prior to the commencement of development full details of a scheme for the provision and location of fire hydrants to serve the site, shall be submitted to and approved by the Local Planning Authority in writing. The development shall be carried out in accordance with the approved details, which shall be fully implemented prior to the first occupation, and shall be retained thereafter unless otherwise agreed in writing by the local planning authority.

Reason: To ensure the provision of adequate water supply infrastructure to protect the safe working environment for all users and visitors in accordance with the Cambridge Local Plan 2006 policies 3/7, 3/12 and 9/9.

DECISION:

CIRCULATION: First

ITEM: APPLICATION REF: 12/1608/FUL

Location: Block A1/A2, Station Area Redevelopment, Station Road, Cambridge

Target Date: 01/04/2013

To Note:

6.14 and 8.38 – The trees that were proposed to be planted on the Station Square elevation have been removed to allow for more rational arrangement of tree planting in that part of the square that falls beyond the site boundary.

I have recommended additional conditions as requested by the Landscape Officer.

6.28 Cambridgeshire County Council (Historic Environment Team)

No further archaeological work is necessary. Previous work in the vicinity (e.g. Great Eastern House, Red House and the CB1 test pit survey) suggests that the yards and sidings which occupied this area severely truncated the landscape. Although there has been some suggestion of prehistoric and Roman activity to the south, further investigation in connection with the current proposals is not justified.

There is some curious architectural detail on one of the buildings proposed for demolition: some bricked up arcading at the northern end of the station, fronting the car park. This might relate to the engine shed which once occupied this site and might benefit from some basic building recording and research to establish its origin/context.

Archaeological conditions are not recommended but a condition for building recording should be attached to the 12/1622 application as follows:

No development shall take place until the applicant has secured the implementation of a programme of historic building recording in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority.

Officer Note – I have added this condition to my recommendation on application ref. 12/1612 which relates to listed building consent for demolition of the British Transport Police wing.

6.2 and 8.85 Cambridgeshire County Council (New Communities)

This application has been looked at in tandem with the application (12/1622/FUL) which proposes 3,507sqm of cycle parking, 7,084sqm of hotel, and 548sqm of retail.

A Transport Assessment accompanies this application to review the trip impact of this development along with the car and cycle parking.

All mode trip generation

The CB1 Transport Assessment and Travel Plan (July 2008) agreed some trip rates that should be used for the individual elements of the CB1 development as they came forward. These have been used in the TA and the mode split has been adjusted to take into account the amount of parking proposed for this particular part of the CB1 development.

Vehicular Trip generation

The table below shows the difference between the existing and proposed vehicular trips. Due to the reduced car parking levels this shows a slight reduction in numbers of vehicles entering and exiting the development during the peak hours apart from the departures during the pm peak which will increase by 2 trips. This is not a significant number so will not have an adverse impact.

Vehicular trips	AM		PM	
	In	Out	In	Out
Original Land Use	64	53	36	45
Proposed Land Use	58	4	10	47
Difference	-6	-49	-26	+2

Comparison of trips for Blocks A1/A2 and B1

The table below shows the differences in the number of trips for Blocks A1/A2 and B1 combined between the original outline permission land uses in 2008 and the proposed land uses in these applications. The change in land uses should result in there being less vehicular traffic during the am and pm peak hours, therefore having a beneficial impact on the local road network.

Trips	AM		PM	
	In	Out	In	Out
Car	- 132	-66	-132	-113
Cycle	164	5	37	98
Public Transport	181	22	-51	158
Pedestrians	48	-4	24	73
HGV	-3	0	0	0

Car Parking

92 car parking spaces are proposed with this development. This is within the CB1 parking standards and this development is in a very sustainable location. The Travel Plan should work towards managing the number of people who have to drive to work

and park on site whilst managing the parking that is provided on site.

Cycle Parking
The application states that 568 cycle parking spaces will be provided. This is in line with the City Council standards and is acceptable. It is recognised that the Transport Assessment suggests that there will be more arrivals and departures by cycles than the number of parking spaces provided. This should be monitored as part of the travel plan and should further cycle parking be required funding should be provided. The reception staff will also monitor the visitor parking and any unauthorised parking will be reported to the Travel Plan Coordinator.

Travel Plan

An interim travel Plan has been provided as part of this application. A full travel plan will need to be secured with any permission and this will need to tie into the Master Travel plan for the CB1 development. This will also need to ensure the car parking is managed and the mode share targets are achieved. It is recommended that the developer investigates joining the Travel for Work partnership for assistance with Travel plans and possible discounted travel for employees.

Southern Corridor Area Transport Plan and CGB

A contribution towards the SCATP and CGB will be required for blocks A1/A2 in accordance with the S106 that was agreed with the outline permission for CB1.

Conclusion

I do not have any objections to this development subject to a Travel Plan, and the SCATP and CGB contributions being secured with any permission.

(Officer Note: I have already recommended that a Travel Plan be secured via a s106 Agreement (paragraph 8.106). The contributions that are set out in paragraph 8.101 are the SCATP/CGB contributions that were negotiated for the s106 for the Outline Consent. The County Council are recommending that these are the appropriate contributions for the s106 Agreement for this application)

6.1 and 8.70 County Highways and 6.9, 8.34 and 8.37 Urban Design and Conservation team comments

The applicants have demonstrated that it is not possible to provide a two way access ramp into the car park. This means that cars will need to wait in the shared space between the building and the Station Road Open Space to the west. A traffic light system will need to be installed to facilitate access on the one way ramp. In my view it is unfortunate that a two way ramp cannot be accommodated because this would have reduced the amount of stationary traffic in the shared space and the visual impact of means of controlling traffic would be more limited. However in view of the fact that this area was shown as a service route in the approved Parameter Plans it is difficult to justify refusal on these grounds.

Comments from the Applicants

The applicants have requested that the commuted payments towards the Southern Corridor Area Transport Plan (SCATP) and Cambridge Guided Bus (CGB) be reviewed. They are not seeking to reduce the payments in total but have asked that the Pink Phase payments be split between the Cycle Park/Hotel site and the Residential blocks in a one third/two thirds split and that the proportion attributable to the Cycle Park/Hotel be payable in association with the development of Block A1/A2.

The implications of the split between the two parts of the Pink Phase are as follows as additions to the table in paragraph 8.84 of my report.

	SCATP contribution	CGB contribution
Pink Phase	£108,214	£383,695
Overall Total		£491,909
Cycle Park/Hotel	*£36,071*	*£127,898*
Total Cycle Park/Hotel		*£163,969*
Residential phases	*£72,143*	*£255,797*
Total residential phases		*£327,940*
Overall Total		*£491,909*

The reason that they have given for making this request is that it is too onerous for the Cycle Park/Hotel scheme to bear the full burden of the commuted payments for the Pink Phase particularly as it delivers a significant public benefit.

I have consulted with County Council officers, who will receive the SCATP and CGB payments direct and await their comments. I will provide an update at the Committee meeting.

In the event that the County Council are supportive of the applicant's position then there would be no requirement for commuted payments to be made towards SCAPT and CGB as set out in paragraphs 8.83 and 8.85 of my report.

It would also be necessary to vary the s106 Agreement for the Outline Consent to ensure that the appropriate Pink Phase payments are made when the residential blocks are brought forward.

I have added a recommendation which allows the Committee to confirm their agreement to a variation of the s106 Agreement for the Outline Consent (application reference 08/0266/OUT) in relation to the residential phase as set out the in above table.

Amendments To Text: None.

Pre-Committee Amendments to Recommendation:

Additional condition

48 No development shall commence until a detailed ground conditions plan, methodology and specification including de-compaction fill material, topsoil and treepits has been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2006 policies 3/2, 3/4, 3/7, 3/11, 3/12, 4/2, 4/3, 4/4 and 9/9)

49 No development shall commence until a detailed drainage plans including existing drainage and services have been submitted to the local planning authority in writing.

Reason: To ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2006 policies 3/2, 3/4, 3/7, 3/11, 3/12, 4/2, 4/3, 4/4 and 9/9)

3. To agree the variation to s106 Agreement:

2 That the Planning Committee delegate powers to officers to vary the Section 106 Agreement by means of a deed of variation to:

Allow for an amendment to the commuted payments towards the Southern Corridor Area Transport Plan and the Cambridge Guided Bus in respect of the Pink Phase as follows:

In relation to SCATP and CGB payments in the Pink Phase (13th and 14th Schedule of the s106) make amendments to remove reference to Pink Phase and replace with Blocks C1/C2, D1, F1 and F2 and require commuted payments to be made as follows:

Payment	Purpose
£72,143 Index Linked	SCATP
£255,797 Index Linked	CGB

DECISION:

CIRCULATION: First

ITEM: APPLICATION REF: 12/1600/CAC

Location: CityRoomz, Station Road, Cambridge, CB1 2TZ

Target Date: 01/04/2013

To Note Nothing.

Amendments To Text:

Paragraph 8.16 – should read as follows:

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

Pre-Committee Amendments to Recommendation: None.

DECISION:

CIRCULATION: First

ITEM: APPLICATION REF: 12/1622/FUL

Location: Block B1, Station Area Redevelopment, Station Road, Cambridge

Target Date: 01/04/2013

To Note:

6.28 Cambridgeshire County Council (Historic Environment Team)

No further archaeological work is necessary. Previous work in the vicinity (e.g. Great Eastern House, Red House and the CB1 test pit survey) suggests that the yards and sidings which occupied this area severely truncated the landscape. Although there has been some suggestion of prehistoric and Roman activity to the south, further investigation in connection with the current proposals is not justified.

There is some curious architectural detail on one of the buildings proposed for demolition: some bricked up arcading at the northern end of the station, fronting the car park. This might relate to the engine shed which once occupied this site and might benefit from some basic building recording and research to establish its origin/context.

Archaeological conditions are not recommended but a condition for building recording should be attached to the 12/1622 application as follows:

No development shall take place until the applicant has secured the implementation of a programme of historic building recording in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority.

Officer Note – I have added this condition to my recommendation on application ref. 12/1612 which relates to listed building consent for demolition of the British Transport Police wing.

6.2 and 8.84 Cambridgeshire County Council (New Communities)

This application has been looked at in tandem with the application (12/1622/FUL) which proposes 3,507sqm of cycle parking, 7,084sqm of hotel, and 548sqm of retail.

A Transport Assessment accompanies this application to review the trip impact of this development along with the car and cycle parking.

All mode trip generation

The CB1 Transport assessment and Travel Plan (July 2008) agreed some trip rates that should be used for the individual elements of the CB1 development as they came forward. These have been used in the TA and the mode split has been adjusted to take into account the amount of parking proposed for this particular part of the CB1 development.

Comparison of trips for Blocks A1/A2 and B1

The table below shows the differences in the number of trips for Blocks A1/A2 and B1 combined between the original outline permission land uses in 2008 and the proposed land uses in these applications. The change in land uses should result in there being less vehicular traffic during the am and pm peak hours, therefore having a beneficial impact on the local road network.

Trips	AM		PM	
	In	Out	In	Out
Car	- 132	-66	-132	-113
Cycle	164	5	37	98
Public Transport	181	22	-51	158
Pedestrians	48	-4	24	73
HGV	-3	0	0	0

Car Parking

No dedicated car parking will be provided as part of this development.

Cycle Parking

2850 cycle parking spaces will be provided as part of this development, of which 38 will be for the hotel staff. This is the same as was agreed in the outline permission however the city council parking standards state that 1 space should be provided for every 10 bedrooms which equates to 46 parking spaces. Additional parking spaces for staff are required at 1 space for every 2 members of staff.

Travel Plan

A travel plan will be required for the hotel element of this development to ensure sustainable modes of travel are encouraged and promoted and the mode share targets are achieved. This will need to tie into the Master Travel plan for the CB1 development. It is recommended that the developer investigates joining the Travel for Work partnership for assistance with Travel plans and possible discounted travel for employees.

Southern Corridor Area Transport Plan

A contribution towards the SCATP and CGB will be required for block B1 in accordance with the S106 that was agreed with the outline permission for CB1.

Conclusion

I do not have any objections to this development subject to a Travel Plan, and the SCATP and CGB contributions being secured with any permission.

(Officer Note: I have already recommended that a Travel Plan be secured via a s106 Agreement (paragraph 8.93). The contributions that are set out in paragraph 8.84 are the SCATP/CGB contributions that were negotiated for the s106 for the Outline Consent. The County Council are recommending that these are the appropriate contributions for the s106 Agreement for this application)

6.7 Urban Design and Conservation team (Comments on revised plans)

1. Projection of stone string course between 4th and 5th floor. The applicant has now provided a 20mm projection. Amendment supported.

2. Set back of terra cotta panels. These panels are now set back approximately one brick width e.g. 50mm, to better relate to their relationship with recessed windows (rather than being flush with the brick face). Amendment supported. The final material will need to be approved via planning condition.

3. Spandrel panel finish. The applicant now suggests a profiled metal panel finish. The UDC team question if this is the correct response and consider it is potentially an unnecessary, fussy treatment. This can be controlled by condition 20.

4. Cornice details. These all now show 20mm proud of the brick face and indicate moulding detail to deal with weathering and provide better articulated shadow lines. Amendment supported.

5. Stone cills. These now include a projection to create an effective drip line. Amendment supported.

6. Frit lines in first floor bay windows. Details have been provided which remove the transom and show. Amendment supported.

7. Stone string course – panel area on west façade where IBIS sign is located. This has now been deleted. Amendment.

8. West and North elevations. The amendments submitted provide sufficient articulation and interest of these facades and have significantly improved these elevations. The east elevation facing the rail line will also employ the same detailing as the other elevations. The use of the perforated aluminium panels is welcome and provides variety to the central parts of these facades. Amendment supported.

Other issues can be addressed by planning conditions.

In conclusion, the UDC team consider that the amendments submitted now address all of their previous concerns and Block B1 provides a well designed, well ordered and fitting building within the cB1 development which will help compliment the future built form within the station square alongside Block A1/2 and future buildings in the wider development.

As amended, the UDC team consider that the application now conforms to Policies 3/4, 3/7 and 3/12 of the Cambridge Local Plan (2006) and is therefore supported in Urban Design and Conservation terms.

The conditions that are recommended in the Committee report are agreed subject to the following amendments:

Cond 20 – Materials samples. Suggest amendment to include spandrel panels and any coloured panels.

Cond 21 – Sample panel. Add reference to “brickwork” after the words “stone work”.

Cond 22 – Glass types. Suggest amendment to include details for glazing for south and west facing facades at ground and first floor levels which are intended to be non-transparent but include fritting, etching, etc and that the use of tinted or reflective glass will not likely be supported.

Cond 23 – Non-masonry walling systems. Suggest amendment to include reference to perforated screens, vertical fins and ground floor posts.

Cond 25 – Joinery. Suggest amendment to include specific reference to the multi-

storey cycle park and shopfronts.

Cond 27 – Coping. Suggest amendment that after the word “coping” the following words be added: “…and decorative string course and cills….”.

Cond 28 – Signage strategy. Suggest amendment to require compliance with the Local Planning Authority’s approved “Shopfront Design Guide”.

Cond 35 – Hard and soft landscape works. Suggest amendment to include reference to any “brown roofs”.

6.8 Landscape Officer comments

I will report any further comments from the Landscape Officer orally at the Committee meeting.

6.15 Cycling and Walking Officer

Whichever layout is proposed for the junction on the eastern end of the Northern Access Road the movement of cyclists across the junction, coming from Hills Road and the Guided busway, accessing the cycle park, Devonshire Road, the Carter bridge and eventually the Chisholm Trail, must be catered for.

To avoid conflict with pedestrians on the footway beside the hotel/cycle park and cyclists turning in and out of the cycle park, an access way should be created with a kerbline & blister tactiles for pedestrians and the pink/red asphalt continued across the entrance, in a similar way to a large car park entrance.

The buff paving should be carried across the entrances into the cycle parking with granite sets only on the ramp up giving pedestrians more priority.

The cycle route through the car park towards Devonshire Road is supported.

The changes to the ground floor area to increase the area for those who cannot use the ramps, and segregation of the hotel cycle parking are welcomed. The door to the ground floor area must be able to be opened automatically. The management plan for the cycle park will need to set out clearly how this area will be signed and managed. It will also need to set out monitoring and management of the secure area.

The gradient of the ramp is fine. The widths are acceptable if not generous.

(Officer note: Condition 40 allows further consideration to be given to the junction arrangements. The route through the square can be controlled via the approval of reserved matters for that area. Condition 35 will secure control over the detailed treatment of the footpath and access to the cycle park.

6.17 and 8.27 Nature Conservation Officer

The Nature Conservation Officer is content with the outcome of the further survey for bats and a condition to require further work is not need.

Comments from the Applicants

The applicants have raised concern about the potential opening hours of the bar/restaurant within the hotel.

Officer note – condition 17 controls the opening hours of the retail café/restaurant units but is not intended to control the opening hours of the hotel including the restaurant and bar facilities. I have recommended the addition of an informative to clarify the position.

The applicants have confirmed that the total number of publicly accessible cycle parking spaces is 2874, the hotel/retail staff spaces are in addition to this. I have corrected paragraph 8.62 below.

The applicants have requested that the commuted payments towards the Southern Corridor Area Transport Plan (SCATP) and Cambridge Guided Bus (CGB) be reviewed. They are not seeking to reduce the payments in total but have asked that the Pink Phase payments be split between the Cycle Park/Hotel site and the Residential blocks in a one third/two thirds split and that the proportion attributable to the Cycle Park/Hotel be payable in association with the development of Block A1/A2.

The implications of the additional payments to be made in relation to the development of Block A1/A2 are as follows as amendments to the table in paragraph 8.101 of my report.

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

Green Sub Phase	SCATP contribution	CGB contribution
Part A (A1/A2)	**£134,543**	**£476,940**
Total A1/A2		**£611,483**
Part B (K1/I1)	£66,466	£236,455
Total K1/I1		**£329,921**
Overall Total		**£941,404 (£750,435)**

The reason that they have given for making this request is that it is too onerous for the Cycle Park/Hotel scheme to bear the full burden of the commuted payments for the Pink Phase particularly as it delivers a significant public benefit.

I have consulted with County Council officers, who will receive the SCATP and CGB

payments direct and await their comments. I will provide an update at the Committee meeting.

In the event that the County Council are supportive of the applicant's position then the commuted sums set out in paragraphs 8.100 and 8.102 of my report would need to be varied in accordance with the above table.

Amendments To Text:

Application description, paragraph 2.3 etc – The number of cycle parking spaces is 3222 spaces.

Paragraph 8.62 should read as follows:

The provision of cycle parking for Station users is a key part of the Station Area redevelopment proposals. As revised, the development will deliver a total of 2874 publicly accessible cycle parking spaces. An additional 80 spaces will available for use by staff at the hotel/retail and 268 spaces will be provided in association with the cycle hire facility. The total amount of cycle parking is therefore 3222 spaces.

Heading on page 99 should read as follows:

Planning Obligations

Paragraph 8.93 (final sentence) – should read as follows:

These provisions need to be secured for Block B1.

Pre-Committee Amendments to Recommendation:

Amendments to conditions to respond to comments from the UDC team:

20 Materials samples

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

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

21 Sample Panel

Before starting any stone work/brickwork (artificial and/or real), a sample panel of the facing materials to be used shall be erected on site to establish the detail of bonding, coursing and colour and type of jointing and shall be agreed in writing with

the local planning authority. The quality of finish and materials incorporated in any approved sample panel(s), which shall not be demolished prior to completion of the development, shall be maintained throughout the development.

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

22 Glass types

Prior to the commencement of the development hereby approved, with the exception of below ground works, full details of glass type(s) to be used in curtain walling/windows/doors or other glazed features, including glazing to the south and west facing facades at ground and first floor levels which is intended to be non-transparent but include fritting, etching, etc shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details. The use of tinted or reflective glass will not likely be supported.

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

23 Non-masonry walling systems

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

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

25 Joinery

Prior to the commencement of development, full details of all external joinery [whether of metal, timber or hybrid construction] including frames, thresholds, mullions, transoms, finishes, colours, etc., shall be submitted to and approved in writing by the local planning authority. The submitted details shall include the multi-storey car park and the shopfronts serving the retail units. The development shall be carried out in accordance with the approved details.
Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

27 Coping

Prior to the commencement of the development hereby approved, with the exception of below ground works, full details of all coping and decorative string course and cills

shall be submitted to and approved in writing by the local planning authority. Large-scale cross-sectional drawings may be appropriate for depicting some details. The development shall be carried out in accordance with the approved details.

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

28 Signage Strategy

Prior to commencement of occupation a signage strategy for use in association with the occupation of the development shall be submitted to and approved by the local planning authority in writing. The approved signage strategy which shall comply with the Cambridge City Council Shopfront Design Guide shall thereafter be retained and all external signage shall conform to the strategy unless otherwise agreed in writing by the local planning authority.

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

35 Hard and soft landscape works

No development shall commence until details of hard and soft landscape works including the green and brown roofs have been submitted to and approved in writing by the local planning authority. Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme. Hard landscaping works shall include full construction details and specifications of levels, all hard surfacing materials, furniture, boundary treatments and lighting.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2006 policies 3/2, 3/4, 3/7, 3/11, 3/12, 4/2, 4/3, 4/4 and 9/9)

Additional informative:

The opening hours specified in condition 17 do not apply to the ancillary bar and restaurant facilities accommodated within the hotel if in use by hotel residents only.

DECISION:

CIRCULATION: First

ITEM: APPLICATION REF: 12/1612/LBC

Location: British Transport Police Station, 55 Station Road, Cambridge

Target Date: 01/04/2013

To Note:

Paragraph 6.11 – The minutes of the Design and Conservation Panel (Meeting of June 2013) are on pages 74 and 75 of the Agenda.

Amendments To Text:

Paragraph 8.19 – should read as follows:

In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 4/10 and 4/11 and guidance provided by the NPPF.

Pre-Committee Amendments to Recommendation:

Additional condition

8 No development shall take place until a scheme of investigation for a programme of historic building recording of the British Transport Police wing has been submitted to and approved by the local planning authority in writing. The approved scheme shall be implemented before any demolition works commence and a copy of the historic building record shall be deposited with each of the following organisations: the Cambridgeshire Collection of the Central Library, Lion Yard, Cambridge; the County Archive, Shire Hall, Castle Hill, Cambridge, and the local planning authority.

Reason: To foster understanding of the building's importance in the national and Cambridge context, and to ensure proper recording of any aspects of the building's special interest which are to be lost or altered. (Cambridge Local Plan 2006, policy 4/10 and 4/11)

DECISION: