

Application Number	14/0492/OUT	Agenda Item	
Date Received	7th April 2014	Officer	Mrs Sarah Dyer
Target Date	7th July 2014		
Ward	Trumpington		
Site	The Edinburgh Building Shaftesbury Road Cambridge CB2 8RU		
Proposal	Demolition of Edinburgh Building, warehouse and associated buildings and erection of office development of up to 41,750 sq. m. gross external area with development generally being of between 4 and 5 storeys (with limited areas of screened rooftop plant), a single tower element with two further storeys of accommodation, up to 189 car parking spaces (+/- 10%), up to 1325 cycle parking spaces (+/- 20%), up to 26 motorcycle spaces, hard and soft landscaping and ancillary facilities including staff canteens, meeting rooms, refuse enclosures, plant rooms, social break-out spaces etc. all to serve as the new office campus headquarters for Cambridge Assessment.		
Applicant	Mr Andrew Spendlove 1 Hills Road CAMBRIDGE CB1 2EU		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <p>The site is a sustainable and accessible location where more intensive use is supported in principle.</p> <p>The development is for a successful Cambridge business and allows for expansion</p> <p>Mitigation measures have been agreed which can be secured via a legal agreement.</p>
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site is part of the Cambridge University Press site which is located off Shaftesbury Road. The application site, which is triangular in shape, currently accommodates a four storey office building, the Edinburgh Building, two high bay warehouse buildings and a single storey boiler house. The remainder of the site is given over to landscaping and surface car parking. To the east/south east of the site is the London to Kings Lynn railway line and the Cambridge Guided Bus (CGB) route which includes a cycle/footpath. The cycle/footpath marks the eastern boundary. To the west/south west are the Eastbrook Office building and its associated surface car park and a building which also accommodates Cambridge University Press. To the north are the Stephen Perse Sixth Form Centre, a predominately three storey building and the Kaleidoscope residential development.
- 1.2 The site is substantial in size at 2.67 hectares therefore the wider site context is also an important consideration. Beyond the immediate context to the north and west there is predominately residential development in the form of the Accordia development and the houses which front Clarendon Road, Shaftesbury Road, Fitzwilliam Road and Brooklands Avenue. To the north of the Kaleidoscope development there are office buildings including Unex House which faces Hills Road. Hills Road Bridge is a strong feature of the wider area and Hills Road itself is one of the main arterial routes into the City. To the east beyond the railway line is the Belvedere residential development and the Tripos Court and Purbeck House student accommodation blocks. To the South East is Homerton Business Park which is to be redeveloped to provide flats and student accommodation with commercial space and the Hills Road Sixth Form College. This wider area has experienced a high degree of change in the last decade.
- 1.3 The site is not allocated in the Cambridge Local Plan 2006 and is not in Conservation Area. Some of the streets in the local area are within the Controlled Parking Zone but this does not currently include the Accordia development.

2.0 THE PROPOSAL

2.1 The application seeks Outline Planning Permission for the demolition of all buildings on the site and the erection of office development of up to 41,750 square metres (gross external area). The offices will accommodate Cambridge Assessment and allow them to relocate from multiple buildings in the City to one purpose built office complex.

2.2 All matters are reserved for consideration at the 'reserved matters' stage which means that only the principle of development is being established at this stage and not matters such as access arrangements, detailed building design or landscaping. The description of development includes a maximum floorspace of 41,750 square metres and the following information about parking:

- up to 189 car parking spaces (+/- 10%),
- up to 1325 cycle parking spaces (+/- 20%)
- up to 26 motorcycle spaces,

If the application is approved this amount of floorspace and parking provision will also be approved.

2.3 Four Parameter Plans form part of the application which address the following:

- Application Site Plan with Existing Levels
- Built Form with Proposed Levels
- Site Access and Circulation Plan
- Landscape Parameter Plan

If the application is approved these plans will represent the approved plans and will establish the parameters within which the detailed development can be brought forward. A similar approach was adopted for the CB1 Station Area Redevelopment Project.

2.4 The application is supported by a number of conceptual elevations, indicative drawings and perspective views of the development but these are for illustrative purposes only and will not form part of any planning permission. The following documents have also been submitted:

Design and Access Statement
Transport Assessment and Draft Travel Plan
Acoustic and Vibration Report
Heritage Assessment
Contamination Report
Daylight Sunlight Report
Flood Risk Assessment
Landscape Statement
Tree Survey and Arboricultural Impact Assessment
Biodiversity Report
Planning Statement
Public Art Delivery Plan
Renewable Energy Report
Site Waste Management Plan
Sustainable Design and Construction Statement
Utilities Statement
Consultation Statement

2.5 The application has been amended as follows in response to comments made by consultees/third parties:

- Revised Parameter Plan (Built Form)

2.6 The following additional information has been submitted during the course of consideration of the application:

- Tall Building and the Skyline Appraisal
- Visual Impact Assessment with Verified Photomontage Views

- Kaleidoscope Development Block G Daylight Analysis Baseline
- Daylight Impact Assessment on the Kaleidoscope Development Update June 2014

- Draft Construction Environmental Management Plan (DCEMP)

- Response to comments from County Council (Highways/Transport)

- Response to the transportation and highways issues raised by local residents/petitioners at the Development Control Forum, held on 3rd June 2014

3.0 SITE HISTORY

3.1 No planning history of relevance to current application. The planning history of the Kaleidoscope site adjacent is as follows:

Reference	Description	Outcome
C/03/0611/OP	Outline application for residential development (3.14 ha), including the demolition of No's 18-22 (evens) Fitzwilliam Road.	A/C
06/0584/REM	Reserved matters proposal comprising 408 residential units (115 no.1 bed and 293 no.2 bed units to include 122 no. affordable units), ancillary community building and associated infrastructure (pursuant to Outline Consent C/03/0611/OP).	Refused and allowed on appeal
11/0426/FUL	Proposed redesign of approved Blocks A1, A3, G, H, Marker 1 and Marker 2 (as shown on drawing no P104 approved by ref: 06/0584/REM) to increase the height of Block G by between 1 and 2 storeys, Block H by 2 storeys, Marker 2 by 3 storeys and Block A1 by a single storey, as set out in outline planning permission ref: C/03/0611/OP and reserved matters ref: 06/0584/REM; thereby increasing the total number of apartments by 35 to 443 (including 21 private and 14 affordable housing apartments), thus increasing the total number of affordable units to 136, together with associated infrastructure	Refused and dismissed on appeal

4.0 PUBLICITY

4.1 Advertisement:	Yes
Adjoining Owners:	Yes
Site Notice Displayed:	Yes
Development Control Forum (03/06/2014)	Yes
Public Exhibition (Pre-App by Applicant)	Yes

5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2006	3/4 3/6 3/7 3/9 3/11 3/12 3/13 4/3 4/4 4/9 4/11 4/13 4/14 4/15 7/1 7/2 7/3 8/1 8/2 8/3 8/4 8/5 8/6 8/8 8/9 8/10 8/12 8/13 8/16 8/18 10/1

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

Central Government Guidance	National Planning Policy Framework March 2012 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95
Supplementary Planning Guidance	Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)

	<p>Planning Obligation Strategy (March 2010)</p> <p>Public Art (January 2010)</p>
	<p><u>City Wide Guidance</u></p> <p>Arboricultural Strategy (2004)</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Strategic Flood Risk Assessment (2005)</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Cambridgeshire Quality Charter for Growth (2008)</p> <p>Cambridge City Council - Guidance for the application of Policy 3/13 (Tall Buildings and the Skyline) of the Cambridge Local Plan (2006) (2012)</p> <p>Cambridge Walking and Cycling Strategy (2002)</p> <p>Protection and Funding of Routes for the Future Expansion of the City Cycle Network (2004)</p> <p>Cambridgeshire Design Guide For Streets and Public Realm (2007)</p> <p>Air Quality in Cambridge – Developers Guide (2008)</p>

	<p><u>Area Guidelines</u></p> <p>Cambridge City Council (2002)–Southern Corridor Area Transport Plan:</p> <p>Brooklands Avenue Conservation Area Appraisal (2013)</p>
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5.4 Status of Proposed Submission – Cambridge Local Plan

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For Cambridge, therefore, the emerging revised Local Plan as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.

For the application considered in this report, the following policies in the emerging Local Plan are of relevance:

Policy 40: Development and expansion of business space

Policy 41: Protection of business space

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

Cambridgeshire County Council (Transport Assessment Team)

- 6.1 The following areas of the Transport Assessment and Travel Plan require further clarification or justification prior to Cambridgeshire County Council being able to comment on the assessment in full.

Chapter 2: Development Proposals

Section 2.4: Parking Provision and Service Arrangements

Clarification is required of monitoring and management of car sharing.

Cycle parking numbers should meet City Standards for Cycle Parking.

Chapter 4: Existing Transport Conditions

Section 4.1: Mode of Travel for journeys to work and distribution of staff

Travel modes of only those staff that are relocating needs to be clarified.

Proportion of walkers needs to be clarified.

The number of people who provided post codes for the postcode plot needs to be provided.

The post code plot needs to be made clearer.

A plan is needed to show how many staff live in the Mode of Travel for Cambridge Assessment area.

Section 4.3: Walking and Cycling Accessibility

The Bus/Walking and Cycling isochrones and postcodes need to show those staff that could be encouraged away from private car use.

Section 4.4: Local Highway Network

The traffic counts were carried out in December 2013 which is not regarded as a neutral month.

A capacity assessment has not been carried out as part of the Transport Assessment on the basis that there will be no additional car trips produced by the development, although the County Council consider that this has not been demonstrated fully by the applicant.

The Transport Assessment should provide a comparison table of the existing and future trip generation of the site for all modes for AM peak, PM peak and 24 hour periods to demonstrate the net difference in trips associated with the development. The assessment should also consider those that may travel by car to the site and park elsewhere and the impact on the surrounding network that may be brought about by these trips.

The applicant should consider the potential impact of drop offs to the site and the potential increase in traffic as a result.

Section 4.5: On-Street Car Parking in the Vicinity of the Triangle Site

A recent parking study of those who travelled to Addenbrookes and the rail station in Cambridge revealed a willingness to walk 25 minutes from free parking areas to reach their destination. The applicant should consider this when assessing the potential impact on residential streets in the area and vehicular movements on the local network.

The residential streets off Cherry Hinton Road are considered by the applicant as having no capacity for parking from the Triangle Site so suggest that there is no need to survey these roads. Figure 4 identifies that most of this area and others without parking restrictions are within walking distance of the site. The County Council is concerned that cars travelling to the Triangle site may park on local residential streets before 8am causing a displacement of current on-street parking spreading the issue further afield.

County Council officers accept that a contribution may be required towards a proposed Accordia residential parking scheme (this would need to be subject to all of the normal consultation and scheme development processes) but do not accept that this be taken out of the SCATP contribution.

Section 4.6: Personal Injury Accidents

The Transport Assessment identifies there to have been 210 personal injury accidents in the vicinity of the development.

The Brooklands Avenue/ Hills Road junction experienced 7 slight and 4 serious accidents over this period and identifies that those accidents which occurred prior to 2011 took place prior to the most recent junction improvements, although does not identify how many of these accidents this involves.

Hills Road north and south of the junction with Brooklands Avenue is an accident cluster with a high frequency of accidents occurring there. Appendix G identifies that the majority of walking and cycling trips in the AM peak will travel along the busway, with 40 walking and 80 cycling trips travelling over Hills Road Bridge. The applicant suggests that the contribution towards the Hills Road Bridge pedestrian/ Cyclist link would allow those travelling to the Triangle site to avoid the Brooklands Avenue/ Hills Road Junction. A contribution is acceptable to Council officers subject to the details on the amounts and timings being agreed to ensure this is the case.

Chapter 5: Baseline Conditions

Section 5.2: Existing use on site

The trip rate produced appears is reasonable.

Section 5.3: Cambridge Assessment Operation

The current Cambridge Assessment offices will be re-occupied by other tenants who themselves would generate trip movements similar to that of Cambridge Assessment operations. This re-occupation should be considered when calculating SCATP contributions for the Triangle site.

Details are required of the existing parking provision and usage at the existing Cambridge Assessment sites and how this compares to the levels proposed at the development site.

Section 5.4: Committed Developments and Transport Improvements

Clarification of funding and further discussions with relevant County Council officers is needed in relation to the proposed pedestrian/cycle link at Hills Road Bridge.

Chapter 6: Development Trip Modelling

Section 6.1: Trip Generation and Mode Split

Clarification of proportions of arrivals and departures is needed.

Further information is needed on mode shares and data on walking mode reviewed.

Justification is needed for the assumed car occupancy level of 2.5.

Further information is needed on the large number of additional visitors (examiners and moderators) which have not been considered in the site trip generation.

Estimated AM departures of non-Cambridge Assessment employees needs to be reviewed.

Section 6.2: Trip Distribution and Assignment

Clarification of use of Trumpington Park and Ride Service is required.

Chapter 7: Development Transport Impacts

Section 7.1: Walking and Cycling

A properly dimensioned and convenient cycle link to the north east of the development that connects the Busway cycle track to Shaftesbury Road is required.

Improvements for the access at the southern corner of the site are required to ensure that a convenient access is provided.

The site should be fully permeable to pedestrians and cyclists not gated with access only to card holders as at CUP.

The extra cycling journeys will put significant pressure on Brooklands Avenue and Trumpington Road. The County would expect a contribution towards improvements which should include work to both sides of Brooklands Avenue, widening the existing shared paths and potentially moving back and

rebuilding the listed wall at on the south side near the junction with Trumpington Road.

Section 7.2: Public Transport - Buses

The Transport Assessment identifies that the bus stops on Brooklands Avenue have no waiting facilities or real time information provision (RTPI). Improvements to the bus stops should be provided direct by Cambridge Assessment through Highways Act agreement rather than through contribution to the County Council. Contributions may, however, be appropriate for RTPI measures (approximately £6,000).

RTPI is to be provided within prominent locations within the building to encourage public transport use, which is welcomed by the County Council.

Further information should be provided showing that the number of additional passengers expected to use the buses and CGB can be accommodated without the need for additional bus capacity.

Section 7.4: SCATP Contribution

The SCATP contribution is based on 700 additional employees to be employed at the development site rather than considering all of the 3000 employees to be based at the site.

Paragraph 5.3.1 refers to the buildings currently occupied by Cambridge Assessment being re-occupied by others tenants who would generate trip movements. Therefore the SCATP Contribution assessment as currently calculated is not acceptable to the County Council as it does not consider all of the net additional movements on the network associated with the development.

It is not considered acceptable to use SCATP contributions towards residents parking schemes.

The current SCATP calculation applies the SCATP trip rate for the existing on-site B1 use but does not apply the same trip rate for the future use. It is recognised in the SCATP policy that where a proposed development is expected to display a different trip rate [to the SCATP] it may be possible, in agreement with the Council, to use a different rate in estimating

the level of contribution. However the County Council would require this to be evidenced and requires the applicant to provide data to support the position currently taken in the TA.

Travel Plan

The travel plan (TP) has involved consultation on what options are available to encourage as much sustainable travel to site as possible. The TP sets out to concentrate on working with staff in their existing locations prior to the move, to encourage as much shift to sustainable modes before the move which the County Council considers to be a sensible approach. It is not clear at this stage if the measures proposed will result in the challenging 7.2% drive alone figure that the TP aims for.

Area Wide Travel Planning

The County Council would strongly encourage joining forces in travel planning with neighbouring organisations, in particular CUP. TA and CUP should also look to join the wider station/ CB1 Travel Plan Cluster, and should include this aspect in their Action Plan.

CEO Statement

The TP needs an opening statement from the CEO committing the organisation to the TP and its aims and objectives. This gives the document credibility and gives senior managers the knowledge that work on the TP is an organisational priority.

7.2% target

The car driver target is very ambitious, even for this location that is relatively well served by sustainable travel options. No other TfW employer has approached this figure. The nearest result in the Station area to this is 15% drive alone.

There is no discussion in the document of other modal splits against which to judge the appropriateness of this target and to ensure it is realistic and achievable. It is recommended that the applicant contacts TfW to obtain averaged results from employers in the station/CB1 area and the travel to work figures from the Census should also be used. It would also be worthwhile looking into examples of where the measures have

been implemented and the levels of mode shift which have been achieved as a result, to support the measures suggested.

The origin and destination analysis that was carried as part of the Transport Assessment identifies that these mode splits can be achieved, although the County Council have requested further justification for the numbers presented and the Travel Plan should refer to these.

It is not made clear when this target will be achieved. Will it be incremental over time or is that 7.2% will be achieved by the time of the move into the Triangle site?

SMART Targets:

3.2.16 states that the target is time bound although there is no evidence of a target date by which this will be achieved.

3.1 Aims, Objectives and Targets:

This iteration of the TP deals to great extent with work that will be undertaken with staff at existing locations. However this aspect does not appear in the aims and objectives section although it should be.

Personal Travel Planning (PTP) – Paragraph 4.4.6 & 4.4.8

More clarity in how PTP will be delivered is needed.

Public Transport

The TP is set to offer staff 10% discount on fares, although there is no indication whether this will be a permanent offer. Although the offer goes some way towards encouraging staff to use public transport the mode shift requires the applicant to go further than the existing on site measures, such as free or discounted use of park and ride or local services etc. Those that are to transfer from car to bus should be offered free bus travel for a set period to enable them to try the journey for free.

Car Park Management: 4.2.2

With only 189 spaces envisaged for a workforce of up to 3,000 it is vital that more information is provided on car park management.

The County Council recommends that the car parking management and allocation of spaces be identified at an early stage (at least 6 months prior to occupation), and that consideration be given to managing current onsite parking provision at existing CA prior to the move to encourage early behavioural change.

Car Sharing: 4.3.5 & 4.4.29

Car sharing will obviously be a key modal choice and the car park policy will have to work hard encourage this.

Management of TP – 5.2 Steering Group:

This needs establishing well before the envisaged timing of “within 3 months of the appointment of TP coordinator”. Recommendations are made about the membership of the Steering Group.

Monitoring:

Recommendations are made about how the TP should be monitored and the need for targets and other measures if some sustainable measures are not performing as well as expected.

Action Plan:

It is vital that an action plan is provided setting out what will happen, by when and who is responsible. This also should indicate where funding is required to complete an action where the funds will come from

The ACTION plan should clearly lay out the time-line up to the development and agreement of the Pre-occupation Travel plan

Conclusions

The County Council have reviewed the Transport Assessment and Travel Plan for the Triangle Site and have identified a number of areas which require further information prior to the assessment being acceptable and being able to comment fully on the application. Therefore a holding objection is recommended. This position can be reviewed once this further information has been provided and reviewed by County Council officers.

Application as amended

- 6.2 The County Council have reviewed the further information provided by the applicant and require further information as follows:

Additional information on mode of travel

Comparison table of the existing and future trip generation of the site for all modes for AM peak, PM peak and 24 hour periods to demonstrate the net difference in trips associated with the development

Parking survey/contribution east of Hills Road

Parking survey/contribution Accordia

Hills Road/CGB link is limited to steps therefore greater emphasis is needed on suitable measures on Brooklands Avenue to facilitate cyclists and pedestrians travelling to and from the site

Improvement scheme for the south side of Brooklands Avenue to provide improved conditions for pedestrians and cyclists

Evidence of 2.5 car occupancy figure

Reassurance on moderator-related trips and how these can be managed to minimise the impacts

Subject to Cambridge Assessment having further discussions with Stagecoach, the County Council may require a contribution towards pump priming of bus services

Further iteration of Travel Plan including one month free bus travel

Travel Plan monitoring fee

SCATP contribution (discussions ongoing)

6.3 *Final Comments*

The County Council are satisfied by the further information provided by the applicant in relation to the TA. Further work will be needed in relation to the Travel Plan in due course.

It is agreed that the costs of the following mitigation measure be deducted from the SCATP contribution:

- o Hills Road Bridge/CGB steps
- o Brooklands Avenue footway/cycleway improvement between Aberdeen Avenue and Hills Road
- o Pedestrian/cycle crossing on Brooklands Avenue between Aberdeen Avenue and Clarendon Road.

Further information regarding car sharing and moderators is accepted and can be monitored.

The County Council accept that no bus subsidies are required.

The County Council agree that a pre-commencement Travel Plan should be submitted and that travel and parking surveys should be carried out in October 2014. The commitment to a trial free bus travel period is welcomed.

A Travel Plan for workers will be included in the Construction Management Plan.

The County Council supports the setting up of a Travel Plan Steering Group (TPSG) including CCC officers which will discuss further measures in the event that Travel Plan targets are not met.

The SCATP contribution is agreed at £1,441,959.70.

Conclusion

Having reviewed the information submitted in support of the Triangle Site application, the County Council would be willing to remove the holding objection subject to the following:

1. SCATP Contribution £1,441,959.70 (minus the costs associated with the Brooklands Avenue works and contribution towards Hills Road/ CGB pedestrian link);

2. The upgrade of two bus stops on Brooklands Avenue to include raise curbs, shelters and Real Time Information, subject to detailed design and approvals;
3. Subject to detailed design and other approvals, provision of improvement to Brooklands Avenue on Drawing No. 0722/GA/005 but amended to show the proposed designation of the southern footway to footway/ cycleway, and extension of the footway/ cycleway by at least 2 vehicle lengths into/ out of Shaftesbury Road and Clarendon Road with dropped kerbs or similar treatments;
4. £50,000 contribution to be allocated to the Hills Road/ CGB pedestrian link; should this not be spent in 10 years this can be allocated towards the wider SCATP schemes;
5. A contribution to cover the costs associated with consultation, scheme design, and implementation of a managed parking scheme should the surveys demonstrate a problem and there is support among local residents for this. This should be £50K for the Accordia development and £20K for roads east of Hills Road although these amounts are subject to review via the Section 106 process;
6. Parking surveys should be undertaken during the construction period and post-occupation. Should parking be shown to be an issue during either of these periods then the managed parking scheme contribution should be called upon. This methodology should be included in the Travel Plan and Construction Management Plan.
7. The Construction Management Plan should be submitted and agreed prior to commencement of development and should include, inter alia, travel plan measures for construction workers.
8. Provision of mode share Travel Plan targets including 0% of employees parking within Accordia and roads East of Hills Road;
9. Provision of the list of potential additional measures that could be implemented or called upon in the event that mode share targets are not met;

10. Pre-commencement Travel Plan to be provided and agreed prior to commencement on site which should include:
 - o Mode share targets and relevant timescales when these will be achieved
 - o Action plan and review mechanisms
 - o Proposed schedule of surveys commencing October 2014 and continuing annually thereafter.
 - o Surveying of moderators to and from the site
11. The revised Travel Plan to be submitted for approval 6 months prior to occupation of the Triangle site.

Cambridgeshire County Council (CGB team)

- 6.4 A condition is recommended to secure approval of the detailed design and construction methodology in relation to the CGB. Comments are also made in relation to the following:
- o Precautions to ensure that nothing falls onto the CGB
 - o Reference to CCC advice
 - o The integrity and safety of the CGB
 - o Protection during construction works
 - o Proximity of foundations
 - o Potential for collision by vehicles
 - o Party Wall Act
 - o Consents from Network Rail

Head of Refuse and Environment

6.5 Environmental Quality

Demolition and Construction Environment Management, Noise Insulation, Emergency Generator use, Plant Noise, Odour Filtration/Extraction and Lighting Assessment conditions are recommended.

The vibration noise assessment shows that vibration is within guidance criteria and a condition is not necessary.

Contaminated Land

Following the review of the reports further investigation and details are required in order to adequately characterise the contamination issues on the site. However, all these issues can be covered by the full contaminated land condition.

Air Quality

No objections because no increase in car parking provision on site. Sufficient vehicle electric charging points should be included to ensure that commuters have the ability to use a vehicle with very low emissions of pollutants harmful to human health

Waste Strategy

Waste circulation/road construction and commercial waste conditions recommended.

Planning Policy team

6.6 Policy 7/2 Selective Management of the Economy

Policy 7/2 in the Cambridge Local Plan 2006 requires new employment development proposals to meet one of the four criteria. This is to ensure that the limited supply of employment land in Cambridge is reserved for businesses that have an essential need for a Cambridge location. It should be noted that the final sentence of policy 7/2 states that 'this policy does not apply to development by established bodies for their own occupation and use'. An established body is defined as a business that has been operating in Cambridge for five years or more. Cambridge Assessment meets the definition of an established body and so is not required to meet the criteria of policy 7/2.

Policy 7/3 Protection of Industrial and Storage Space

Policy 7/3 in the Cambridge Local Plan 2006 seeks to protect industrial and storage space within Cambridge from higher value uses in order to maintain a diversity of employment opportunities and a full range of services in Cambridge. Within protected industrial areas the policy does not allow any development which results in the loss of floorspace within use

classes B1(c), B2 and B8. Outside protected employment areas development that results in the loss of floorspace within use classes B1(c), B2 and B8 is not allowed unless criterion (a) and at least one other criteria in the policy are met.

In the Council's assessment of policies in the Local Plan 2006, taken to Environment Scrutiny Committee on 26th June 2012, the Council notes a potential conflict between policy 7/3 and the NPPF, on the basis that policy 7/3 does not allow flexibility for loss of industrial floorspace within protected industrial areas. The Council's published submission draft plan does not have this same inflexibility.

The site in question is not in a protected industrial area, therefore there is no potential conflict between the NPPF and that part of the policy that is being applied. In order for the proposed development to concur with policy 7/3 criterion (a) and one other criterion must be met.

The material submitted as part of the planning application argues that criterion (c) of policy 7/3 (the continuation of industrial and storage uses will be harmful to the environment or amenity of the area) is met as the residential nature of the surrounding area would be disturbed by the site going back to industrial / storage use working to the site's full capacity. On the face of it this argument is sound, Brooklands Avenue and the surrounding area is a green residential area with a Brooklands Avenue itself is a busy road, well used during the morning and evening peaks. Increased use of the surrounding road network by large lorries and other commercial traffic, necessitated by the site going back to industrial / storage use, would impact on residential amenity and the local environment. Likewise the operation of the site for these uses would likely have impacts in terms of noise and dust on residential amenity. Criterion (c) of policy 7/3 is considered satisfied.

Criterion (a) states: 'there is sufficient supply of such floorspace in the City to meet the demand and/or vacancy rates are high'. The Appendix A of the Planning Statement argues that there was no demand for large-scale warehousing space in Cambridge during the 18 month period since the building was vacated. All demand for warehousing required easy access to trunk roads and motorways, which this site does not have. The report notes the out of date buildings and undesirable location

in relation to access to the road network as further reasons for this site's unattractiveness to the market.

Appendix A of the Planning Statement also argues that there is sufficient supply of warehousing in the Cambridge area, with a vacancy rate of just under 10% within a ten mile radius of the city, and there being a choice of units that are of a similar size to those on this site. The level of supply (139,330 sq m) equates to roughly 5 years of supply. Appendix B of the Planning Statement states that vacancy rates are currently 9% when compared with a long term (five year) average of 5-6%.

Appendix B of the Planning Statement makes clear that the site has not been formally offered on the open market, this is a shame as it would have allowed for the arguments advanced in Appendix A of the Planning Statement to be tested by the market. Nevertheless the information submitted as part of the application in terms of existing vacancy rates, demand and the particular problems likely to occur in marketing this site in particular are considered to satisfy criterion (a) of the policy.

The emerging revised Local Plan as published for consultation on 19 July 2013 and submitted to the Secretary of State on 28th March 2014 can be taken into account, especially those policies where there are no or limited objections to it. However it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.

For this application, the following policies in the emerging Local Plan are of relevance: policy 40 and policy 41 in the Local Plan 2014 proposed submission document, these policies deal with new employment development and the loss of employment development. Policy 40 concerns itself with new employment development; this draft policy is not as restrictive as policy 7/2 in the current Local Plan and the policy of selective management of the economy is not proposed to be continued. Policy 41 seeks to protect employment land from being lost to other uses, as the proposed development keeps the site in employment use the proposal is in line with the draft policy.

General approach to sustainable development and construction

In accordance with the requirements of Policy 3/1 of the Cambridge Local Plan 2006, the applicant has submitted a Sustainable Design and Construction Statement, which includes a completed Sustainability Checklist. This document sets out the ways in which the principles of sustainable design and construction have been integrated into the design of the proposed new headquarters. This is supported by the Design and Access Statement, which sets out the vision for the buildings to be highly sustainable in their design, with principles such as provision of a shallow plan form with generous floor to ceiling heights to maximise opportunities for natural daylight. There are many measures being implemented as part of the scheme which are fully supported, including the emphasis on the role of building form in promoting natural daylight and natural ventilation; the water management strategy and site waste management strategy.

This is an outline application and some of the finer points of detail are still to be determined in relation to sustainable design and construction. Moving forward there are a number of areas where additional consideration could be given in order to further enhance/define the sustainability credentials of the proposal:

- o Water Conservation
- o Car parking strategy e.g. car club spaces and fast electric vehicle charging points.
- o Co-location of photovoltaic panels and green roofs
- o Targets for sustainability - the BREEAM methodology could provide a useful basis for the setting of targets, even if an overall BREEAM rating is not being targeted.
- o Future proofing of M&E systems against higher temperatures in a way that reduces/minimises the need for mechanical cooling, and enables the installation of the most efficient equipment possible where a need for future cooling is still identified.

Renewable Energy Provision

The preferred approach identified is the use of photovoltaic panels, with an array of 1100m² to 1300m² calculated as being required in order to meet the 10% reduction requirement of between 53,200 to 65,300 Kg/CO₂/year. The Renewable

Energy Strategy also includes an assessment of other renewable technologies that could be utilised, and notes that technologies such as ground source heat pumps, solar thermal panels or air source heat pumps have not been ruled out as having potential, with these technologies being reassessed as detailed design progresses.

The general approach being taken to renewable energy provision is supported. Moving forward to the reserved matters phase, should air source heat pumps be considered further, their use may need to be subject to a noise impact assessment.

Urban Design and Conservation team (Joint comment with Head of Streets and Open Spaces – Landscape Team)

Application as submitted

6.7 Summary of conclusion:

Overall the demolition of the existing buildings on the site and the proposed redevelopment to create the new offices for Cambridge Assessment are supported in design terms. The proposed parameter plans will provide an effective mechanism for guiding the future 'Reserved Matters' application which will naturally provide further resolution and details of the proposals. However, the applicant needs to provide additional or clarified information on a number of points.

1. The applicant needs to provide a Skyline Assessment using the criteria set out in the 'Guidance for the application of Policy 3/13 (Tall Buildings and the Skyline) of the Cambridge Local Plan (2006)'.

2. Proposed Tower – the 39m height is acceptable in principle although further testing of the height will need to be made at the Reserved Matters stage once further design development of the form and proportion has been carried out.

3. The daylight and sunlight assessment has revealed that the proposed form of the building will create a significant negative impact on properties within the adjacent Kaleidoscope scheme. The applicant needs to clarify whether the assessment assumed the worst case (10m) proximity and also resolve the potential impacts identified. It is likely that the massing of the

building will need to be revised on the northern site boundary. Further consideration of the location of external dining spaces may be needed as part of the Reserved Matters application.

4. The building line on the eastern boundary needs to be a minimum distance of 10m to allow space for the creation of a more reasonable landscape buffer. On the northern boundary the identified minimum dimension of 10m would not allow for an adequate landscape space, access road and car parking.

6.8 Heritage Asset Assessment

The existing Edinburgh Building was purpose built for the Cambridge University Press in 1979-80 and is not recognised as being of any heritage significance. There is no objection to its demolition.

A Heritage Asset Assessment has been submitted as part of the application. The potential impact on heritage assets it identifies is on archaeology. There could be a significant impact on any prehistoric, Iron Age or Roman archaeology that may be present. This would be managed by the County's archaeological section who is the City Council's archaeological adviser.

The Botanic Gardens is a Registered Parks and Gardens site but is well distanced from the site by Fitzwilliam Road and Brooklands Avenue.

The Brooklands Avenue Conservation Area lies to the west of the site but is not contiguous with it and is separated from it by modern buildings of some scale outside the conservation area boundary.

It needs to be demonstrated that the proposed tower has no adverse impact on the setting or appearance of the Cambridge historic core skyline. The tower should be assessed for impacts on such longer distance views and its form and design subject to a specific planning condition so that a fuller, detailed assessment of any design of same is possible at the reserved matters stage.

6.9 Parameter Plans

These parameter plans have been submitted to provide an overall framework within which the proposed development will sit. The range of parameter plans and their content were the subject of detailed discussions between the applicant, their design team and the local planning authority. The range of plans has been informed through experience from other sites, notably CB1 and Clay Farm. The submitted parameter plans create an effective means of guiding the future Reserved Matters application on the site.

6.10 Skyline Assessment

Whilst a number of views of the illustrative scheme have been submitted and views from Lime Kiln Hill and Magog Down as part of the D&A Statement, the applicant has not submitted an assessment of the impact of the proposals using the Criteria set out in the 'Guidance for the application of Policy 3/13 (Tall Buildings and the Skyline) of the Cambridge Local Plan (2006). The guidance at paragraph 1.5.6 states 'four-storey or above buildings (assuming a flat roof with no rooftop plant and a height of 13m above ground level) will automatically trigger the need to address the criteria set out within the guidance'.

6.11 Scale and Massing

The overall built form parameters are identified in the submitted parameter plan Built Form with Proposed Levels. This plan establishes the overall footprint of the various blocks that comprise the development and the maximum heights of these blocks. The general approach to scale and massing of the proposals is supported. The Reserved Matters application will allow for further adjustment of the massing within the agreed development 'envelope'. The scheme creates a series of interlinked blocks which allow for the creation of courtyard garden/open spaces and a more substantial ground floor courtyard between the main ranges of the building.

The parameter plans allow for the creation of a distinctive curved building to the southern end of the site that, in combination with the proposed tower, will create a distinctive grouping of built form when viewed from the CGB, cycleway and railway on the approach to Cambridge.

The applicant should complete a Skyline Assessment as detailed above. In addition, the daylight assessment has revealed that the proposed scale and massing will impact on the adjacent existing Kaleidoscope development. Whilst the impact is judged to be within acceptable levels against the BRE assessment criteria, there are habitable rooms within residential properties located to the north of the proposed development that will experience impacts beyond acceptable levels. As such the scale and massing of the northern wing located to the east of the site should be reduced in height to resolve the impact concerns.

6.12 Proposed tower

The parameter plan allows for the creation of a 'tower' to help mark the site within the wider city context. The principle of a 'marker' for the site was discussed at the pre-application stage and supported as a way of creating visual interest and to act as a more local orientation/way finding device.

The views incorporated within the D&A Statement highlight the views considered to be important and in particular the role of the tower along the CGB/railway route into Cambridge. Assessment of the views from Shaftesbury Road reveals that the tower will not be visible until in close proximity to the site at which point it will be no more than a glimpsed view.

The D&A Statement shows the overall height of the tower at 36m and 42m. At pre-application discussions concerns and questions were raised about the maximum 42m height and what role the tower should have beyond the immediate site. Whilst the D&A Statement shows the illustrative scheme with a 39m tower but there is 'no like for like' comparison with the other options. Clearly the design of the tower will need to be refined and detailed through the Reserved Matters process and therefore the Outline fixes the maximum limit of the tower and nothing more. At this stage the UDC team would support the 39m tower subject to the overall height and form being tested further as the reserved matters scheme progresses.

6.13 Daylight and sunlight assessment (solar studies also included in the D&A Statement)

The applicant has undertaken an assessment of the proposed 'illustrative' development and compared it with the existing development on the site.

Impact on neighbouring development:

The proposed massing model in the Daylighting and Shadowing study was provided by the architect to allow assessment of the impact of the scheme on both the proposed open spaces and the Kaleidoscope development to the north.

The parameter plans state that the building line will be 13m (+/- 3m) or between 10m and 16m. The applicant needs to clarify whether the assessment was carried out assuming the worst case scenario of 10m. From the images supplied it seems to be greater than this minimum dimension. The UDC team's concern is that at 10m the northern wings of Cambridge Assessment building could increase the impact on the southern elevation of the Kaleidoscope.

The assessment of the proposed scenario has revealed that there is a negative impact on a section of the Kaleidoscope development. These appear to serve habitable rooms and as such the assumption made in the assessment is incorrect and the development proposals need to respond to the impact highlighted.

Overshadowing of proposed open spaces:

The spaces have been assessed against BRE criteria. This assessment has shown that although there will be overshadowing of the spaces, they are within acceptable standards. However careful choice of planting will be needed to avoid poor landscape results in shaded areas. Also to be considered is the external space related to the dining area as this will be in shade much of the time and may require moving away from the northern elevation of this wing of the development.

6.14 Proposed site layout and access

The overall organisation of uses on the scheme is identified in the submitted parameter plan Site Access and Circulation Plan and is supported in design terms. Clearly further refinement and detail will be resolved through the reserved matters process.

The space between the proposed CA buildings and the existing Kaleidoscope development will be configured to create a new 'street' environment to provide access to the car parking and pedestrian/cycle link from the CGB. The detailed design will be resolved through the Reserved Matters application but the principles of a low speed and well landscaped route is supported as a way of reducing the sense of a purely 'service' function to this area and to improve the outlook from the adjacent residential development.

The main car and cycle parking will be located beneath the two podiums with visitor cycle parking located towards the entrance to the building. A vehicle drop-off route is located to serve the main entrance into the CA buildings. The overall approach to the access and circulation to the building is supported in design terms and will be refined through the future Reserved Matters application.

Refuse and other 'back of house' servicing are located to the eastern side of the site. The location is supported although care will be needed as the RM is worked up to ensure that these elements are well integrated and effectively screened from the proposed landscape setting and walking routes that will form part of the wider proposals.

6.15 Landscape and Open Space

The overall landscape parameters are identified in the submitted parameter plan Landscape Parameter Plan. The landscape setting created for the proposals will be crucial in helping to 'bed' the scheme into the surrounding and somewhat mixed context.

The Landscape Team have also considered parameter plan Parameter Drawing: Built Form with proposed levels in order to assess the available space given to the landscaped on the

boundaries of the development. This drawings shows dimensions between the proposed buildings and the boundary with a +/- tolerance. The tolerance will give future flexibility when detailed building design is carried out. The Landscape Team is particularly interested in available space for medium to large species trees to mature.

Each boundary is considered as follows:

West boundary (Shaftesbury Road)

The dimension on this parameter plan is shown as 10m (+5m/-0m) at the southern end and 15m (+/-5m) at the northern end. The Landscape Team would prefer to see large species trees in this location in order to follow the prevailing treed character of Shaftesbury Road and to integrate the building into the surroundings. Also to be considered in this location is the drainage system and the space required for the rain garden proposed along this boundary. Using the figures above, the minimum distance between the carriageway kerb and the building would be 10m. The large species trees would need to be planted no less than 8m from the building to avoid the branches touching the building in the future.

Southern boundary

Dimension shown at 12m (+5m/-3m). Given that there is a substantial treed area to the south of the site a minimum distance of 9m should be enough space to accommodate a road and a verge.

Eastern boundary (guided bus and railway)

Dimension shown at 10m (+/-3m). If the dimension is reduced to 7m this would bring the building close to the noise and movement of the transport corridor and produce a very pinched landscape space not capable of accommodating a reasonable landscape buffer. The Landscape Team would recommend a minimum distance of 10m and increased if possible. It is also noted that the buildings to the east of the railway are also very close which would create a canyon effect.

Northern boundary (Kaleidoscope)

Dimension shown at 13m (+/-3m). The proposals are for a landscape buffer between the Kaleidoscope site and the buildings of the Cambridge Assessment site. If the dimension is reduced to 10m and space for the road and parking is retained, it will result in the landscaped areas nearest to the CA building needing to be removed. Not only will the buildings be closer together, but this removal will considerably lessen the screening capacity of the landscape buffer and the softening effect of the landscape along the road.

6.16 Illustrative scheme

An illustrative scheme shown within the submitted D&A Statement and provides a clear indication of the likely form and architectural style of a future Reserved Matters application. A classical ordering of the forms employing clear definition of 'base, middle and top' is illustrated with an overall approach to the scheme is supported in design terms and shows a rhythmical elevation treatment and simple materials palette. Although illustrative in nature, as an indication of the likely form and quality of the scheme and with the understanding that further detailed design is required, the proposals are supported in design terms.

6.17 Planning Conditions

Conditions are recommended in relation to the following:

- Materials – Sample Panel
- Hard and Soft Landscape Works
- Podium landscapes
- Landscape works maintenance
- Landscape management plan
- Hard and Soft landscaping implementation
- Details of Sustainable Drainage

Application as amended/additional information

Tall Building and the Skyline Appraisal and Visual Impact Assessment with Verified Photomontage Views

- 6.18 The format, content and findings of the appraisal are agreed. The appraisal concludes that the taller elements of the building in particular the tower element is appropriate when assessed against the 5 criteria in the Cambridge Local Plan 2014: Proposed Submission as referred to in Policy 60 (Tall Buildings and the Skyline in Cambridge) and in Appendix F attached to this policy.
- 6.19 The verified views that accompany the assessment reveal that the 39.1m tower element will be visible from more distant vantage points. However, the UDC team accept that this is an opportunity where a single, taller element in the scheme is appropriate. The development is located in an area where there are other taller buildings and at an “apex” in the rail way and guided busway where a building with a more prominent height will help orientation and provide a “landmark”. The UDC team’s view is that there are limited opportunities to “push” buildings to greater heights in and around the city; however this is one site where it can work with its strategic position on the main transport route into the city and when viewed from bridges along this route north and south of the site. The photomontages have been done to a good standard and provide a realistic portrayal of the whole scheme, not just the tower, in its context.
- 6.20 Crucial to the success of the 39.1m tower will be its detailed design and materials. In this regard, the UDC team consider it will be crucial that the tower be “light weight” in terms of its materiality and that its lower and upper elevations are differentiated. A lighter, more glazed, approach to design and materials will be appropriate for its taller parts; a solid, more masonry treatment more appropriate for its lower parts. At the reserved matter stage it will be important to ensure this approach is considered in detail and assessed fully.

Kaleidoscope Development Block G Daylight Analysis Baseline and Daylight Impact Assessment on the Kaleidoscope Development Update June 2014

6.21 The UCD team consider that this information is both useful and has resulted in a positive change to the design of the north easterly part of the building to respond to the shadow impact on Kaleidoscope that was noted previously. More specifically, that change includes a recessing of this wing by 3.5 metres in order to ensure that four windows in the Kaleidoscope development meet the BRE criteria with respect to the Vertical Sky Component (VSC). The UDC team agree with the findings as well as the amendments to address this problem and the amendment addresses the teams earlier concern.

Amended Parameter Drawing: Built Form with Proposed Levels

6.22 The amended parameter plan has addressed the points previously made by the UDC team, specifically:

1. The building line on the eastern boundary needs to be a minimum distance of 10m to allow space for the creation of a more reasonable landscape buffer. The plan now indicates the closest any building could come to this boundary is 10 metres (+3/-0m).
2. The building has now been set back at its north easterly boundary in order to address the VSC issue in terms of four windows to units in Kaleidoscope, and now indicates a set back at this location of 16.5 (+3/-0m). This dimension was previously shown at 13.0 metres. The remainder of the building at its northerly boundary is now set back a minimum of 13 metres (+3/-0m), with the “-0m” tolerance having been added to replace the previous “+-3m” tolerance. This minimum new tolerance enables landscape to be established along this boundary and “design in” with a proposed vehicle route and car parking.

6.23 In addition to these changes, the UDC team notes that the applicant has amended the zones for plant and services on the roof of the building. These amendments were discussed with the UDC team prior to submission and the UDC team agree with the changes, which are more specifically about providing larger “zones” for plant. These zones cover a considerable area of the roofs of both the north and south parts of the building, but are limited in each case to only 600 square metres of coverage by plant and services. The detailed location, and design, of these spaces can be dealt with at a subsequent reserved matters stage.

Conclusion

- 6.24 The additional information and amendments to the Built Form Parameter Plan has addressed the UDC team's previous questions and concerns and the UDC team now fully support this outline application. With the approval of this application, the team consider that there is the potential for a new high quality, well designed building to act as the new headquarters for Cambridge Assessment.

Head of Streets and Open Spaces (Public Art)

- 6.25 The Public Art Strategy is welcomed. The following detailed comments are made:

Themes and Approaches

Clarification is needed but in general the principle of a series of focal points or commissions throughout the site provides appropriate mitigation. The direct relationship and benefit to the residential areas directly around the site should be acknowledged.

Public Art Programme

Major commissions

The number of commissions needs to be clarified and the budget increased. (£400,000). Consideration should be given to a commission involving the site boundary with the residential community with an appropriate budget allocation (minimum £70,000).

International Connections

The principles of the commissions contained within this section are supported by the Public Art Officer and the budget is adequate to deliver proposals.

Public Engagement

The principles of the public art engagement programme are supported as are the objective. However the budget is too low.

This element of the PAS is more important than the International Connections section in terms of mitigation. A series of temporary commissions would directly benefit the local community and provide mitigation. This could include an artist in residence, hoardings project etc. An appropriate budget would be £60,000.

Budget

The submitted PAS has a budget of £500,000 (which equates to 0.5% of the capital construction costs) The Public Art officer suggests the budget is raised to £625,000 plus revised management and delivery costs.

Project Delivery and Schedule

This will need to be revised based on the comments above.

Conclusion

Clarification is required as to whether the Tower commission includes the Eastern Boundary commission and what the budget breakdown is for each element. A commission on Shaftsbury Road and additional temporary commissions need to be added to the Public Programme. An overall budget that relates to the scale and impact of the development of £625,000 plus revised management and delivery costs is considered to be appropriate.

The Public Art Officer has also provided an assessment of the Public Art Strategy (with suggested amendments) against the requirements of the Community Infrastructure Levy (CIL) which demonstrates that it is CIL compliant. I have included this in full in the section of my assessment relating to Planning Obligations.

Head of Streets and Open Spaces (Sustainable Drainage)

- 6.26 The use of green roofs, porous paving, rills, swales, filter drains and rain gardens is fully supported. Further detail will be required at the reserved matters stage.

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

- 6.27 The access onto the busway is welcomed but, given the usefulness of this link it is strongly recommend that it be made accessible to all, not just staff at the building. Details of the ramp (width and gradient) are required.

Environment Agency

- 6.28 The site is considered to be of high sensitivity and could present pollutant/contaminant linkages to controlled waters. Conditions are recommended in relation to Ground Water and Contamination (remediation strategy, surface water disposal, piling), Floodrisk and Surface Water Drainage (implementation of Flood Risk Assessment/Drainage philosophy and surface water drainage scheme) and Pollution Control (pollution control). Informatives are recommended.

Anglian Water

- 6.29 Capacity is available for foul drainage. A dialogue is necessary between AW and the developer regarding flood risk. A condition is recommended to secure a foul water strategy.

Cambridgeshire County Council (Archaeology)

- 6.30 The site has high archaeological potential and a condition is recommended to secure a programme of archaeological investigation.

Cambridgeshire Constabulary (Architectural Liaison Officer)

- 6.31 In terms of crime risk, the site overall has seen 8 x crimes recorded in the past 3 x years (6 x theft [mainly personal property], 1 burglary [walk-in], 1 x pedal cycle stolen).

The site is accessed from Shaftsbury Road; the public highway onto the site is separated by a change of road surface, a fence and gates defining the space a private (this could be further reinforced with signage). Pedestrian and cycle access to the site can be gained off The Busway/Cycleway via an access controlled gate, this means that only site employees gain access from The Busway. The Busway can be accessed from the Kaleidoscope development off Fitzwilliam Road so access by members of the public through the CUP site is not an issue.

CCTV is to be installed covering the building perimeter, cycle and car parking areas plus public circulation areas within the main building.

The security strategy has been extensively covered and would meet with recommendations

Whilst I have no concerns regarding the security of the building and security strategy, I would raise a concern regarding the poor access to Shaftsbury Road off Brooklands Avenue and the level of congestion in the area. A change to normal office hours would reduce this congestion.

6.32 **Cambridgeshire Fire and Rescue Service**

Adequate provision should be made for fire hydrants either via planning condition or s106 Agreement.

Design and Conservation Panel (Meeting of 15 January 2014)

6.33 The minutes of the meeting are as follows:

The Panel appreciated the opportunity to view a model of the outline scheme. The Panel's comments are as follows:

- Redevelopment options analysis.** An outline of the options for the site's redevelopment, including an assessment of the pros and cons of the retention of the Edinburgh Building was not presented. Such an assessment would have helped to justify the proposed masterplan.
- Response to context.** The Panel considered the questions – 1) What is the context? and 2) Is what is proposed an appropriate

response? Given the site's substantial size, triangular shape and the varied typology of the surrounding area, the Panel felt that the key elements of the scale and massing, layout, access and movements and landscape structure should be influenced by the outlook and distinct uses immediately adjacent to the three principal sides of the substantial triangular site. The Panel was not able to assess the impact of the proposals in the wider setting, it was felt that the proposed scale and configuration of the building on the railway line elevation is most responsive whilst the frontage to the private section of Shaftesbury Road was unnecessarily formal and monolithic in its longitudinal dimension. In principle, the interface with the Kaleidoscope development and the Sixth Form Centre appears acceptable.

- **Height and massing.** The Panel would welcome greater variation in building heights on the Shaftesbury Road elevation so as to resolve some concerns on scale and massing and improve the scheme's response to its immediate context, and the approach to the main entrance. A stronger composition in the pattern of solid to openings in the facade would be beneficial. Moreover in the Panel's view, a raised southern side to the main courtyard could help to signal the entrance more effectively.
- **Boundary treatment (northern elevation).** Detailed studies of the impact of the elevations overlooking the Kaleidoscope residential units are needed to assess the impact, particularly at ground floor level on the residents' amenity.
- **Landscaping.** The Panel generally welcome the landscaped structure, particularly the substantial spaces located away from the challenging environment of the railway line. Some reservations were expressed in relation to the perceived corporate and defensive nature of the water elements alongside the western elevations, though this was also liked by some members of the Panel.
- **Double-stacked cycle racks.** The Panel would like to urge caution in the acceptance of the principle of this style of parking provision across the site as it sets the height of the podia. These racks are not suitable for all styles of bicycle and in other areas of the city are often misused or left unused, leading to unwelcome clutter of bikes being secured to street furniture.

- **Materiality.** As the materials palette is yet to be developed, the Panel felt there was insufficient information upon which to comment.

Conclusion

Subject to a re-consideration of the scale and massing of buildings on the western side of the triangle site, the masterplan appears to have demonstrated that the substantial amount of office and ancillary floorspace proposed for a new international HQ for Cambridge Assessments can be fitted on the site within a substantial landscaping setting in an elegant way. However, this is principally a preliminary architectural assessment which doesn't take into account traffic and transport considerations which may or may not shape the amount of office floorspace that can be located on the site.

The Panel would welcome the opportunity to comment on detailed aspects at the Reserved Matters stage.

VERDICT – GREEN (8), AMBER (2)

English Heritage

- 6.34 There are no designated heritage assets within the site but Brooklands Conservation Area is close to the north of the site. The character and appearance of the Conservation Area is predominately residential with 2/3 storey buildings and tree lined streets. The character changes markedly outside the Conservation Area with larger scale office buildings, the Stephen Perse College and industrial buildings. Immediately adjacent to the site is the Kaleidoscope development that comprises of flats of 4/7 storeys.

Whilst the proposal is significantly different to the predominant character of the Conservation Area due to the presence of similar, large scale commercial and residential buildings in the immediate vicinity the scale, form and massing would not result in any additional harm to the character or appearance of the Conservation Area.

There is concern about the taller tower element which may be intrusive on the skyline and conditions are recommended to ensure the mass and bulk of any taller element is controlled.

The taller element should not set a precedent for a general increase in height across the development.

There is also concern about the unrelieved bulk of the two blocks facing the west boundary. This could appear as an unrelenting, monolithic and potentially overpowering elevation and will need detailed work at the reserved matters stage.

The application should be determined in the light of planning policy/guidance and CCC specialist advice.

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

7.0 REPRESENTATIONS

- 7.1 The owners/occupiers of the following addresses have made representations (objection unless otherwise stated) in relation to the application as submitted:

11 Aberdeen Avenue
27 Aberdeen Avenue
36 Aberdeen Avenue
41 Aberdeen Avenue
49 Aberdeen Avenue
55 Aberdeen Avenue
75 Aberdeen Avenue
79 Aberdeen Avenue
7 Aberdeen Square
8 Aberdeen Square (comments neither object nor support)
2, The Belvedere, Homerton Street
10 The Light Building, Brooklands Avenue
Ravensworth, 21 Brooklands Avenue
17 Clarendon Road (3 letters)
6 Clarendon Street
13 Copse Way
15 Copse Way
176 Glenalmond Avenue
235 Glenalmond Avenue
238 Amber Building, Glenalmond Avenue
244 Glenalmond Avenue
3 Henslow Mews
5 Henslow Mews (comments neither object nor support)

12 Henslow Mews
19 Henslow Mews
20 Henslow Mews (with photographs of congestion in the local area)
25 Henslow Mews
26 Henslow Mews
13 Copper Building, Kingfisher Way
8 The Steel Building, Kingfisher Way (comments neither object nor support)
21 The Steel Building, Kingfisher Way (comments neither object nor support)
4 Lennox Walk (comments neither object nor support)
6 Lennox Walk
2 Morland Terrace (comments neither object nor support)
6 Morland Terrace
7 Morland Terrace (comments neither object nor support)
6 Richard Foster Road (comments neither object nor support)
7 Richard Foster Road
1 Shaftesbury Road
3 Shaftesbury Road
Clare College, Trinity Lane

7.2 The representations can be summarised as follows:

Principle of development

No objection in principle (10)

Traffic impact

Additional traffic resulting in congestion, noise, air pollution (27)
Existing network is not capable of accommodating additional traffic

The Council's Air Quality Action Plan is due to be update and published 2013/4

The Shaftesbury Road/Aberdeen Avenue junction is dangerous
Hills Road/Brooklands Avenue junction is already at maximum legal capacity

Brooklands Avenue is currently gridlocked with rush hour traffic

Concerns about demolition/construction traffic (3)

Transport Assessment does not show severity of impact (3)

Development at Trumpington, Long Road and Addenbrookes have resulted in huge increases in traffic (4)

Concern about access for emergency vehicles

Consideration has not been given to the fact that CB1 offices and Kaleidoscope flats are not fully occupied yet (3)

Existing junctions are hazardous.

Photographs have been provided to show traffic congestion, cyclists using the footpath and vehicles driving on the wrong side of the road

A traffic survey should be carried out to assess movements on Brooklands Avenue and Shaftesbury Road at AM and PM peaks

Pay and display parking spaces on Shaftesbury Road impede traffic because they are occupied all day

Traffic counts should be undertaken in term time

Impact on Cyclists/Motorcyclists

Adverse impact on safety of cyclists

Concerns about the safety of cyclists using Brooklands Avenue (4)

Impact on Parking – demolition/construction stage

Pressure on on-street parking (4)

Adverse impact of contractors parking (14)

Concern that mitigation measures via planning conditions will/may not be adequate/capable of enforcement (2)

Contractors should be bussed in or parking provided for them on site (3)

Contractors should not be permitted to park in surrounding streets and this should be part of their contract.

City Council's Considerate contractors scheme not adequate

Lack of Travel Plan for demolition/construction stage (2)

More detail is needed of routing of construction traffic

Restoration of the highway will be needed post-construction

Impact on Parking – post occupation stage

Parking and congestion pressures on surrounding streets (8)

Parking pressure has been displaced to Accordia as a result of lower parking provision on new developments e.g. Mills and Reeve (4)

Pressure on on-street parking – Accordia is an island of un-restricted parking in an area of parking control (4)

Lack of credibility in Travel Plan - 31% of staff want to use a car but Cambridge Assessment (CA) consider that this can be reduced to 7% (22)

Query whether there are examples of this level of modal shift elsewhere

Too few parking spaces will be provided (4)

Too many parking spaces will be provided

Car and cycle parking provision will meet the needs of only 50% of staff

Travel Plan not credible (2)

Travel Plan needs to be enforceable

Lack of evidence of modelling to demonstrate changes in travel behaviour

Lack of evidence of need for disabled persons parking spaces (2)

There is a failure to understand how people behave as opposed to how we would like them to behave

The Transport Assessment needs to be reviewed – the conclusion that there are no matters of concern is not supported

The Transport Assessment needs to be independently assessed by the County Council and that assessment made public

The current site is under-occupied but CA will be fully occupied which will impact on parking provision

Travel plan surveys and monitoring should be made public

Comparable situations should be considered for instance the arrival of people at the site equates to a double decker bus arriving every 2 minutes for a period of 1.5 hours and departure equates to more people than leave Cambridge United on match days.

Mitigation of transport impacts

Sustainable transport measures should be secured and enforced (3)

Credible plans should include compulsory use of Park and Ride secured by planning condition and improvements to local infrastructure including upgrading of Brooklands Avenue, better cyclist provision at Hills Road/busway junction, better access to busway from the site and dedicated shuttle service to Park and Ride. They need to be provided up front. (3)

Improvements to Brooklands Avenue/Shafesbury Road junction (2)

A residents parking scheme should be implemented at Accordia (6)

Funding for residents parking scheme welcomed (3)

Bus stops in Brooklands Avenue could be upgraded and a new stop provided close to the site (2)

Improvements are needed for cyclists and pedestrians in Brooklands Avenue and at Hills Road/Brooklands Avenue junction

Improvements are needed to Brooklands Avenue

There should be a CGB bus stop to serve the site (in both directions) (14)

There should be a footbridge over the CGB to access Hills Road/Belvedere area (5)

There should be a pedestrian walkway to the car park at Cambridge Leisure (2)

Cambridge Leisure Car Park should be used by employees during the day

Is access to the CGB route adequate?

Car sharing should be enforced

Suggestions are made regarding the commitment to a residents parking scheme and improved provision for bus users on Brooklands Avenue but it is not clear who will decide whether these should be taken forward

An alternative access should be provided to take vehicles away from congested areas

Pedestrian/cycle access should be via CGB route (2)

Cycle lanes in the area should be improved/provided on Brooklands Avenue (2)

A free shuttle service to Trumpington Park and Ride should be provided (5)

Free bus passes for CGB should be provided

Parking controls, patrols and fines need to be enforced

A pre-construction and post- construction traffic and parking plan should be agreed and enforced

The applicant is not taking sufficiently strong measures to meet staff demands

Experience shows that the police and the authorities are unable to deal with current parking problems

Number plate recognition should be used on site

Employees contracts should be varied to prevent them bringing a car to work

Planning conditions should secure mitigation measures 'prior to occupation'

Cycle Parking

Cycle parking spaces should be large enough to accommodate panniers

Cycle/Motor Cycle parking provision is inadequate (4)

Scale and Massing

The height of buildings will be higher than the 5/6 storey blocks on Kaleidoscope and the 4 storey blocks on Tripos Court because they will be commercial not residential storeys. The massing and height is therefore totally unsuitable for the site.

The buildings will be too large for the site and are right up the edge of the plot

The design would damage the amenity of the Conservation Area and a more sensitive design should be developed. It is too dominant in terms of height.

The tower which will be the same height as The Marque is inappropriate and pushes the massing of high buildings into the suburbs.

The scale and massing will have serious implications for occupants of surrounding buildings and users of the outside space/CGB corridor.

The site is highly visible to visitors to the City and the tower is too large for the site and will damage the visual amenity of the area adjacent the Conservation Area (2)

Construction impacts

Noise and air pollution (3)

Lack of detailed information about noise, congestion, parking impacts

A Construction Environmental Management Plan needs to be secured and explained

Other issues

Development could set a precedent for development of other sites

Potential adverse impact on the area from changes to road network and additional parking

A more appropriate site, away from residential development, should be considered (3)

The contractor has been appointed before planning permission has been granted

Lack of constructive response to resident's concerns

Lack of Environmental Impact Assessment (4)

An Air Quality Assessment should be carried out

Potential for collusion with the applicant – why is the scheme being taken to the County Council's Growth Committee and not Planning Committee?

Supports job creation

Detailed design should support and maintain diversity of wildlife

The applicant is taking a commendable approach to community relations

- 7.3 The owners/occupiers of the following addresses have made representations (objection unless otherwise stated) in relation to the application as revised/in the light of additional information:

17 Brooklands Avenue

Ravensworth 21 Brooklands Avenue

3 Clarendon Road

17 Clarendon Road (4)

7 Fitzwilliam Road

3 Henslow Mews

4 Shaftesbury Road (German Lutheran Church)

- 7.4 The representations can be summarised as follows:

Traffic impacts

The concept of uniting Cambridge Assessment in one place will have an adverse impact on residents in terms of traffic and air pollution.

There has been no reconsideration of traffic and congestion

A new survey should be carried out during morning and evening peak times because the survey carried out in 2011 cannot be relied upon as road works were taking place.

Impact on Parking – post occupation stage

189 parking spaces is too many – staff should cycle/walk or use Park and Ride facilities

Employees should not be permitted to rent parking spaces off site which would undermine a restriction on parking

Mitigation of transport impacts

Estimates of car use and impact of cyclists/pedestrians are not credible

Further consideration needs to be given to limiting impacts e.g. by provision of a footbridge to Homerton Street

It is unrealistic to expect almost half the staff to use the cycle racks provided

The layout of Brooklands Avenue is not conducive to high volumes of cyclists and would urgently need improvements to encourage more people to cycle safely.

Vehicular access should be provided from the south (2) and construction vehicles should use this route

There should be improved pedestrian access

There should be traffic calming/20mph speed limit on Shaftesbury Road

A workplace parking levy should be applied

Scale and Massing

Scale and massing are out of keeping with the general area and could compound the detrimental impact of Kaleidoscope and the Marque. (3)

Guarantees are needed regarding the quality of design and construction.

The buildings are too tall for the area.

The proposed development is of poor quality and will be massively overbearing

Cambridge should be a city of buildings of moderate height (Kings College Chapel is 29m high).

The building will be clearly evident and intrusive on the skyline of Cambridge as the Marque is. (3)

Other views should be included in the Visual Impact Assessment (VIA) – Grantchester Meadows, views from the Belvedere and surrounding residential areas

The VIA demonstrates that the development will detract from the local visual amenity, the neighbouring Conservation Area

and key vistas. The existing Edinburgh Building is assimilated better within the townscape.

The 39.1 metre high tower is not in keeping with the character of Cambridge. It will be visible from Gog Magog Down and many other areas, and will dominate the Cambridge skyline (2)

The tower will damage the visual amenity of the area and Conservation Area (3)

The immediate and wider impact on the skyline have not been adequately addressed and does not accord with the Tall Buildings and the Skyline guidance

Approval would encourage other developers to build taller buildings

Council officers are not preventing inappropriate development but are 'conniving' in ever increasing heights

There should be a reduction in height by two storeys

A more sensitive design would have a reduced height to reflect local distinctiveness.

A sign would be an appropriate visual marker

The new development should enhance the Conservation Area.

There is a strong trend towards office uses reverting to residential use.

Construction impacts

The DCEMP contains good intentions but no real tangible measures to minimise disruption to traffic and parking.

Delivery times coincide with construction hours with the exception of 30 minutes extra on weekday mornings

The comment that the timing of large scale deliveries will 'seek to avoid' sensitive time periods is weak. Large scale deliveries should be limited to specific time bands.

Where will site workers park if not on site?

Promotion of alternative means of transport is not the same as 'offered' or 'enforced'

There will be no 'normal' parking capacity notwithstanding any issue of inconsiderate parking by site workers.

Other issues

The tower would have an adverse impact on the quality of life of residents of Kaleidoscope. (2)

The development will overshadow Kaleidoscope, lead to loss of light and result in overlooking/loss of privacy. (2)

Loss of view of the sky from Kaleidoscope

The changes suggested by officers in respect of the impact on the residential amenity of residents of Kaleidoscope should be made

Around 189 additional cars will result in air pollution

The Planning Committee should give proper consideration to the application and it should not be dealt with under delegated powers during the holiday period.

7.5 Development Control Forum

A petition (30 signatures) has been submitted which requested that a Development Control Forum be held. The grounds of objection are as follows:

The grounds for asking for a Forum

The petitioners in principle welcome the proposed development but have the following objections and request a development control forum to explore these concerns and consider mitigation matters.

There is deep concern among residents at the lack of a plan for the management of the demolition and construction phase. The fact that it is proposed to deal with such matters at the detailed planning stage does not alleviate residents' concerns now. Primary concerns turn on the current inability of the surrounding infrastructure to accommodate the anticipated traffic movements with a feeling that this will result in at least:

- Displaced parking caused by contractors' vehicles
- Heavy plant/lorries on Brooklands Avenue and Hills Road, generally and in rush hour traffic (which is already largely at a standstill) with resultant unacceptably high pollution levels (including when children are on their way to and from school).

The post occupation travel plan is considered to be flawed because (a) it is based on an over ambitious assumption of the likely achievable change in travel habits of employees and (b) the surrounding infrastructure is unable currently to accommodate the anticipated number of new traffic movements implied by the travel plan targets. The main concerns expressed so far are in respect of:

- Displaced parking issues
- Existing vehicular traffic flow along Brooklands Avenue and at junctions with Hills Road and Trumpington Road (which already is largely at standstill at rush hour)
- Inadequate existing infrastructure to carry the hoped-for increased movements by bicycle, bus and on foot.

The petitioners object to the absence of a full Environmental Impact Assessment given the scale of the development and the geographical location of the site.

Changes that could overcome concerns

Mitigation measures for the demolition and construction phase need to include at least:

- Use of Park and Ride and dedicated contractors buses.
- Incentive scheme for the use of buses and CGB for contractor staff

Mitigation measures post occupation need to include at least:

- Parking controls to extend to all surrounding residential streets (particularly an issue in Accordia) with a proper penalty and enforcement scheme in place.
- Radical improvements in cycling provision along Brooklands Avenue (particularly on the south side) and particularly at the junctions with Shaftesbury Road and Hills Road
- Radical improvements to bus stops on Brooklands Avenue
- Much better use of CGB viz. construction of a dedicated stop for the new building, lighting provision for the associated cycle path
- Use of Park and Ride and dedicated staff buses
- Footbridge from Clifton Way NCP car park

7.6 Responses on behalf of a group of local residents who petitioned for the Development Control Forum on 3 June

Summary

- o The development is atypical and will have an adverse impact on local infrastructure which is already under strain.
- o The aspirations regarding reduction in car use will not be realised.
- o Existing infrastructure for non-car modes is inadequate
- o The application should not be approved until there is real evidence that infrastructure can cope
- o The new information provides no reassurances and demonstrates the fragility of the applicants arguments
- o The approach to off-site parking is unhelpful and delays action which is need now
- o The DCEMP is disappointing and minimalistic.

Conclusions

- o There are inadequate guarantees that the impacts of the development will be adequately mitigated – potential conflict with policies 4/11, 4/13, 8/2, 8/4, 8/5, 8/7 and 8/13
- o It does not take adequate account of paragraph 32 of the NPPF
- o The application should only be approved when guarantees of adequate infrastructure improvements (ie firm commitments, including funding guarantees) are in place
- o Effective mitigation requires imaginative collaboration between all the authorities involved, particularly between the City and County Councils, as is required by policy 10.1 of the Development Plan and paragraph 31 of the NPPF – there is little evidence of this.
- o The project should not be considered by the Planning Committee until more progress has been made on these issues, and in particular until it can be shown that the barriers to the necessary infrastructure improvements have been removed. It would be premature to consider the proposal at the 6 August Planning Committee meeting

Car use patterns

The existing site is largely unoccupied and has the potential to generate substantially more trips. It is acknowledged that surrounding roads are already at capacity therefore if traffic

movements increase to 'potential' levels this will imply severe transport impacts. Furthermore the re-occupation of Cambridge Assessment's existing offices which will mean that extra trips generated at the new site will be additional to current levels.

The staff survey only achieved a 54% response rate and new information uses only 30% of that number. This equates to only 250 staff, therefore no reliable conclusions can be drawn about the behaviour of 3000 people in the new office in 10 years time.

The only reliable quantitative evidence is about future staff numbers and on-site parking. CA figures suggest that when the new office is occupied 2600 members of staff will be without car parking on site compared with 1250 currently. The proposed measures to discourage car use are speculative and if only 10% over-optimistic will result in over 50% extra traffic. CA argue that the difficulty in finding a parking space will discourage car use but the existence of free parking at Accordia encourages car circulation.

There is insufficient assessment of casual staff visiting at weekends.

Off-site parking

The applicants are only willing to contribute towards a Residents Parking Scheme at Accordia if surveys demonstrate that one is justified. This could mean that funding is not streamed until 2016. This should not delay the process which has already been initiated by Trumpington Councillors.

Officers made it clear at the DCF that off-site parking controls are the only way to discourage commuter parking. This should be initiated before construction starts and be co-ordinated between the City and County Councils.

Walking, Cycling and Buses

Without necessary infrastructure improvements, soft measures like a Travel Plan Coordinator will be compromised. Key points are:

- a. Provision of a CGB stop to serve the site

- b. The funding of the cycle/pedestrian ramp needs to be resolved and the ramp provided prior to first occupation
- c. Clear commitment to improvements on both sides of Brooklands Avenue

The City and County Council's should work together to provide a link road from Long Road.

Draft Construction Environmental Management Plan (DCEMP)

This document is very weak. There should be a planning condition to ensure that parking is provided for all construction workers either on-site or at a remote location with shuttle buses, and should require of its contractors that its workers park nowhere else.

7.7 Brooklands Avenue Area Residents Association (BAARA) makes the following comments:

- The application is generally supported but BAARA have serious concerns about the sustainability of travel arrangements.
- Continued use of the site by a University department is preferable to residential development which would place even greater pressure on local roads.
- The Travel Plan may not be sustainable and it is questioned whether it can be effectively enforced.
- Current car park provision on site (approximately 450 spaces) may be under-used at present but traffic forecasts must take into account the possibility that parking use may increase within the existing use.
- The Accordia and Kaleidoscope developments are vulnerable to parking by staff and contractors vehicles although parking in the BAARA area is restricted by the existing residents parking scheme.
- BAARA is concerned about the height of the proposed buildings. The detailed plans show buildings which appear to breach the Council's policy on tall buildings (generally no more than six storeys outside the city centre). With the Belvedere, the Marque and the marker buildings on Kaleidoscope the Hills

Road/Cherry Hinton Road junction is becoming over-populated by tall buildings.

- 7.8 Cambridge Past Present and Future (CPPF) make the following comments:

The application is welcomed but CPPF have concerns about Access and the Design and Layout

Access

The development has the potential to increase the staff at the site from 1600 to 3000. The Travel Plan hopes to manage this change but CPPF are concerned that if alternative forms of transport such as the CGB and cycling do not persuade car users to change modes congestion and air quality impacts will be exacerbated and car parking displaced. Policy 8/1 of the Local Plan has not been met.

Design and Layout

CPPF are concerned about the impact of the height of the buildings particularly the proposed tower which will contribute to the canyon effect surrounding the railway line. It is not clear if the tower will be visible from the Magog Down and it should not 'compete with more ancient spires for skyline space'. The Council's Tall Buildings guidance is referred to.

The green courtyards and space for tree planting is welcomed by CPPF.

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

8.0 ASSESSMENT

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

1. Principle of development
2. Context of site, design and external spaces
3. Impact on Heritage Assets
4. Public Art
5. Renewable energy and sustainability

6. Disabled access
7. Transport Impacts/Highway safety
8. Car and cycle parking
9. Refuse arrangements
10. Residential amenity
11. Third party representations
12. Planning Obligation Strategy

Principle of Development

- 8.2 The application site is not allocated in either the Cambridge Local Plan 2006 or the Cambridge Local Plan 2014 Proposed Submission Draft. The most relevant policies in the 2006 Plan, in terms of the principle of redevelopment are policies 7/2 and 7/3. The Planning Policy team has carefully considered the implications of these policies and those in the emerging plan, which currently have less weight.
- 8.3 The development accords with Policy 7/2 because the offices are proposed to be occupied by Cambridge Assessment which is an established business in the City. However a restriction on occupation to a 'local user' will need to be secured via a planning obligation to ensure that if Cambridge Assessment decide not to occupy the building or occupation changes in the future the development remains compliant with this policy.

Policy 7/3 seeks to protect storage space such as is currently on the site. The site is not within a Protected Industrial Area but it is in employment use, therefore the criteria within Policy 7/3 for such uses are engaged. These are as follows:

- a) There is sufficient supply of such floorspace in the City to meet demand and/or vacancy rates are high
- b) The proposed development will generate the same number or more unskilled or semi-skilled jobs as could be expected from the existing use
- c) The continuation of industrial or storage uses will be harmful to the environment or the amenity of the area
- d) The loss of a small proportion of industrial or storage space would facilitate the redevelopment and continuation of industrial or storage use on a greater part of the site
- e) Redevelopment for mixed use or residential development would be more appropriate

Policy 7/3 requires that criterion (a) and at least one other criterion is met.

- 8.4 The application submission includes information to sustain an argument that there has been no demand for large scale warehousing space in Cambridge in the last 18 months and that this site is not unattractive to potential occupiers given the age of the buildings and their location in relation to easy access trunk roads and motorways. It is also argued that there is sufficient supply of warehouse space to serve the Cambridge area and vacancy rates are higher than average. The site has not been offered on the open market however, in the opinion of officers, the arguments advanced by the applicant are sufficient to demonstrate compliance with Policy 7/3 part (a).
- 8.5 The applicants also argue that part (c) of the policy is met because the continued use of the site for warehousing is not compatible with the surrounding residential uses. I would concur with this view. The advent of the Accordia and Kaleidoscope development has increased the density of dwellings in the area and the access roads serving the site are not capable of accommodating large scale vehicles which are needed to serve warehouses. The continued use of the site or a more intensive warehousing use would have an adverse impact on the environment and amenity of the area.
- 8.6 Policies 40 and 41 of the 2014 Local Plan have comparatively little weight at present however the proposed development does not conflict with either of these policies. Policy 40 relates to new employment development but is not as restrictive as policy 7/2. In this case officers consider that the development accords with the more restrictive policy 7/2. Policy 41 seeks to protect employment land from being lost to other uses and in this case continued employment use is proposed.
- 8.7 The application submission includes a Sustainable Design and Construction Checklist which sets out the ways in which the principles of sustainable design and construction will be integrated into the design of the new development. The emphasis on the role of building form in promoting natural daylight and ventilation, the water management and waste management strategy is supported by officers. The site is in an accessible location with easy access to the Station and other public transport routes and there is scope for this to be

improved as part of the application. The development accords with Policy 3/1.

- 8.8 In my opinion, the principle of the development is acceptable and in accordance with policies 3/1, 7/2 and 7/3 of the Cambridge Local Plan 2006.

Context of site, design and external spaces

- 8.9 Outline Planning Permission is sought with all matters reserved but the Parameter Plans that form part of the application set parameters for the detailed design of the building and the external spaces. The Parameter Plans show the following information:

Parameter Plan - Application Site Plan with Existing Levels

- 8.10 This plan establishes the baseline condition for the site levels. The site is fairly flat with an increase in elevation of approximately 1 metre across the site from south to north. The CGB is elevated above the site level by approximately 1 metre.

Parameter Plan - Built Form with Proposed Levels

- 8.11 This plan defines the minimum distance of the built form from the boundary and the maximum/minimum distance between the two elements of the proposed building (described as North and South Buildings below). It also shows the maximum heights of specified parts of the building and minimum areas for spaces that are to be inset above the car parking area at ground level. With the exception of the area of open space between the North and South Buildings which is adjacent to the CGB, the site levels are to be generally maintained. This space is to be built up in the region of 500 mm above the level of the CGB.

As amended the distances from the boundaries and the maximum heights are as set out in the following table. Tolerances are also shown on the parameter plans which allow for a degree of flexibility in the final design.

Parameter Plan Layout and Height Table

	Distance/Area	Tolerance
Minimum set back from Northern Boundary (North west and central)	13m	+3/-0m
Minimum set back from Northern Boundary (North east)	16.5m	+3/-0m
Minimum set back from Southern Boundary	12m	+5/-3m
Minimum set back from Eastern Boundary	10m	+3m/- 0m
Minimum set back from Western Boundary (part)	10m	+5/-0m
Minimum set back from Western Boundary (part)	15m	+/- 5m
Maximum height of North building (part)	22.1m	
Maximum height of North building (part)	18.1m	
Maximum height of South building	22.1m	
Maximum height of plant rooms/kitchen air handling unit	24.6m	
Maximum height of tower including plant	39.1m	
Maximum area of tower	100 sq. m	
Minimum areas of inset elements (North Building)*	1000 sq. m and 650 sq. m	
Minimum area of inset element (South Building)*	1000 sq. m	
Maximum area of plant (North Building)	600 sq. m	

Maximum area of plant (South Building)	600 sq. m	
Maximum area for kitchen air handling unit (South Building)	70 sq. m	
Minimum/Maximum distance between North and South Building (East)	30m/40m	+/- 5m
Minimum/Maximum distance between North and South Building (West)	30m/40m	+/- 5m
Maximum height of link building	13.7m	

*Minimum width of insets are also included on this parameter plan.

Parameter Plan - Site Access and Circulation Plan

8.12 This plan shows the pedestrian, cycling and vehicular routes around the site including for service vehicles. Access to the site is to be restricted and these will all be private routes. There is an existing access from the site to the CGB and this is to be retained. This will be a private access. Off-site routes are also shown in the form of the controlled access route to the CGB for staff at CUP and the public access routes to the CGB which run through the Kaleidoscope development.

Parameter Plan - Landscape Parameter Plan

8.13 This plan defines the areas of landscaped space within the site, the tree planted edges to the east and west boundaries and an informal planted buffer to the northern edge adjacent to the Kaleidoscope development. Existing trees to the south of the site and on the boundary with the Stephen Perse Sixth Form College are shown as to be protected and retained.

8.14 The parameter plans allow an assessment of the proposals to be made in comparison with the existing height, scale and massing of buildings on the site and in the wider area.

Building Height/Scale/Massing

Comparison with existing site coverage/buildings

- 8.15 All existing buildings on the site are to be demolished. The existing buildings currently cover a large proportion of the site. There are two open areas, the surface level car park which is to the north east quadrant of the site and a service/parking/landscaped area to the south part of the site.
- 8.16 The Edinburgh Building occupies the northwest corner of the site. It is positioned approximately 10m back from Shaftesbury Road. The warehouse building which extends south along Shaftesbury Road is set back between 35m and 8m from the road frontage for a distance of over 100m. The remainder of the site adjacent to Shaftesbury Road is occupied by three detached buildings on a building line set back 10m from the road.
- 8.17 The Edinburgh building is set off the northern boundary by a minimum of 10 m. The presence of the car park results in the attached warehouse building being set away from the northern boundary by a minimum of 48m. To the eastern (railway) boundary the warehouse is set back by between 40m and 8m.
- 8.18 Not only are the existing buildings very extensive in their footprint but they are also large scale buildings by virtue of their height. The Edinburgh Building rises in a ziggurat form to a maximum height of 23m. The warehouse buildings on the Shaftesbury Road frontage vary in height between 16m and 6m. The warehouse buildings facing Kaleidoscope and the railway line vary in height between 15.5m and 12m.
- 8.19 The combination of site coverage and building height result in the existing buildings having a strong presence on the site and they create a distinctive 'streetscene' when viewed from Shaftesbury Road and the railway line.

Proposed site coverage/height

- 8.20 The footprints of the proposed buildings will be different to the existing buildings but there will be a degree of overlap. The applicants have confirmed the site coverage comparison areas as follows:

- Existing building site coverage ($12,175.78\text{m}^2/24,492.3\text{m}^2$) = 49.7%
- Proposed building site coverage including podia ($11,875.24\text{m}^2/24,492.3\text{m}^2$) = 48.5%
- Proposed building site coverage excluding podia ($9,673.09\text{m}^2/24,492.3\text{m}^2$) = 39.5%

8.21 The biggest difference between the two building forms is that there will be large areas of green space on first floor podia above car parking spaces and east to west through the centre of the site. To the north there will be two areas of planting facing the northern boundary and the Kaleidoscope development. They will be substantial spaces a minimum of 30m and 25m wide respectively. To the east the main area of open space in the centre of the site will be at least 30 m wide and an open planted podium area 40m wide. In the southern part of the site the built form will be rounded to respond to the narrow tip of the site. On the Shaftesbury Road side the building will be set back from the road and the 30m wide spaces between the north and south buildings will break up what would otherwise be a very long elevation.

8.22 It is very difficult to make direct comparisons between the height of the existing buildings on the site and the proposed buildings because they do not occupy the same footprints and because the indented podium areas have a fundamental impact on the scale and mass of the built form. To the northern end of the site adjacent to the Kaleidoscope development that part of the building which could be built out to the maximum parameter is less than the maximum height of the Edinburgh Building at its western side and greater than the existing warehouse at the eastern side. The footprint of the building will also be closer to the northern boundary. Effectively the building would present two wings towards the boundary with Kaleidoscope up to 18.1m and 22.1m in height respectively. Along the Shaftesbury Road frontage, either side of the central open space and to the south the proposed buildings will exceed the height of the existing warehouses.

Proposed tower

- 8.23 The proposed tower is a feature which has no precedent on the existing site. The ivy-clad wall of the existing warehouse is a very distinctive feature and when read in conjunction with the gabled Cambridge University Press building to the south of the site is a very clear marker of arrival in the City by train. In proposing a tower in this location the architects are keen to maintain this marker. The tower at 100 sqm in area occupies a small part of the overall floorspace but it is its height which will make it distinctive.

External Space

- 8.24 There is very limited landscaping on the site at present. The surface level car and servicing areas dominate the view from the railway line and from Kaleidoscope. On the Shaftesbury Road frontage there is some limited tree planting which becomes more extensive at the southern end of the site to the rear of the smaller detached buildings. It is proposed to remove all existing vegetation from the site and to protect the existing trees to the south and north which are positioned close to the site boundaries.
- 8.25 It is proposed to provide five new landscaped areas; three podia and two areas either side of the building which will link the North and South buildings. Tree planting is proposed to the east and west boundaries with a more informal visual buffer along the boundary with Kaleidoscope. The central landscaped area will align with the area of open space on the western side of Shaftesbury Road and will of similar width. Similarly the tree planting on the boundary of the Eastbrook site will be replicated on the opposite side of the street.

Skyline Strategy/Visual Impact Assessment

- 8.26 The applicants have submitted a Tall Building and the Skyline Appraisal and Visual Impact Assessment with Verified Photomontage Views in support of their application.

Tall Building and the Skyline Appraisal (TBSA)

- 8.27 The Tall Building and the Skyline Appraisal (TBSA) has been submitted to respond to the Council's adopted Supplementary

Planning Document (SPD), Cambridge City Council - Guidance for the application of Policy 3/13 (Tall Buildings and the Skyline) of the Cambridge Local Plan (2006) (2012). The appraisal considers the development against the following:

- Criterion 1: Location, Setting and Context – Context, Topography, Opportunities and Constraints and Landscape and Visual Impact Assessment
- Criterion 2: Historical Impact
- Criterion 3: Scale Massing and Architectural Quality - Requirement for Assessment against Appendix F: Tall Buildings and the Skyline, 35.1m tall building, 42.1m tall building, 39.1m tall building and Elevational and Material Treatment of the Tower
- Criterion 4: Amenity and Microclimate
- Criterion 5: Public realm

Criterion 1: Location, Setting and Context – Context, Topography, Opportunities and Constraints and Landscape and Visual Impact Assessment

8.28 The TBSA acknowledges that the nearest tall building to the site which contributes to the site is the Our Lady RC Church on Hills Road/Lensfield Road but that there more recently constructed and consented tall buildings in the vicinity of the site. These include Botanic House, the Marque, the Belvedere, the Kaleidoscope development and the Homerton Business Centre site. The site drops 1m below the adjacent railway, and is generally level in height with the wider area of developments taking place around the Station and Hills Road.

8.29 The TBSA considers that there is an opportunity for a positive landmark on the site given its important role in the arrival into the city from the south. The creation of a taller tower within the overall composition is considered appropriate to mark the site and arrival into Cambridge and to provide a visual link across the main garden to the entry court to the west on Shaftesbury Road. In the wider context it is not considered necessary or appropriate to mark the site in any significant way and this places a constraint on the height of the tower.

8.30 The Landscape and Visual Impact Assessment which forms part of the TBSA considers the site from distant viewpoints such as Limekiln Road and local views such as Hills Road bridge.

The conclusions reached are that the tower will be visible in views from the South east but will be absorbed in the general urban scene and that due to the relatively built up area around the site only glimpsed views of the tower will be possible. This issue is also addressed by the Visual Impact Assessment with Verified Photomontage Views which I have addressed below.

Criterion 2: Historical Impact

- 8.31 The TBSA notes that the site is sited away from the historic core and only limited views will be possible of the tower from within Brooklands Avenue Conservation Area.

Criterion 3: Scale Massing and Architectural Quality - Requirement for Assessment against Appendix F: Tall Buildings and the Skyline, 35.1m tall building, 42.1m tall building, 39.1m tall building and Elevational and Material Treatment of the Tower

- 8.32 The TBSA notes that the five storey building is equal or lower in height compared with surrounding buildings. The proposed tower has been tested at three heights above ground level with a consistent footprint comprising the minimum usable floorspace and vertical circulation.
- 8.33 At 35.1m high the proposed tower has been ruled out by the TBSA as squat, not providing the desired presence and being poorly defined against rest of the development/surrounding area. At 42.1m the TBSA considers the tower to be elegant and distinctive. However in response to officers concerns that at this height the tower may be too prominent an intermediate height has been considered. At 39.1m the TBSA considers the tower to be satisfactory and providing the necessary distinctiveness and definition without being over intrusive or dominant. To date no decisions have been made regarding the external materials for the tower.

Criterion 4: Amenity and Microclimate

- 8.34 The tower is not considered likely to have any impact on amenity or the microclimate.

Criterion 5: Public realm

- 8.35 The site is located at the southern end of a private road within part of the University of Cambridge's University Press site. The only impact on Public Realm is along the Cambridge Guided Busway and this impact is restricted to very limited overshadowing at the end of the day.

Visual Impact Assessment with Verified Photomontage Views (VIA)

- 8.36 The VIA relates to verified views from the following locations:

- Limekiln Road layby, Cherry Hinton
- Wort's Causeway
- Magog Down – Little Tree Hill
- Long Road railway bridge, looking north
- Hills Road bridge, looking south
- From Shaftesbury Road, looking south-east.

The VIA focusses on interpretation of the verified views and the photomontage representation of the proposed buildings from the agreed viewpoints

Limekiln Road layby, Cherry Hinton

- 8.37 The VIA concludes that the tower will be visible on the skyline and will provide a 'notable' new structure to the west of the Marque and Belvedere. In clear conditions it will be visible against the backdrop of higher land at Coton and Madingley but will not break the horizon. The lower elements of the building will be difficult to discern and will be screened when the Homerton Business Centre site is developed. The significance of visual effects is considered to be moderate to slight.

Wort's Causeway

- 8.38 The VIA concludes that in common with the view from Lime Kiln Hill the tower will be visible but not the lower parts of the building. The significance of visual effects is considered to be slight.

Magog Down – Little Tree Hill

- 8.39 The VIA considers that from this view the tower will be more closely aligned with the historic centre of the City but it will not intrude on any features of historic merit such as the spires at Kings College. The lower parts of the building will be barely discernable. The significance of visual effects is considered to be moderate to slight.

Long Road railway bridge, looking north

- 8.40 The VIA considers that the tower could be a notable new landmark in this view where the Belvedere is also partially visible. However the building will not block or intrude upon views of Cambridge landmarks and the significance of visual effects is considered to be slight.

Hills Road bridge, looking south

- 8.41 The VIA concludes that the tower will be notable but not especially prominent in this view when seen in the context of other buildings. The lower elements of the building will continue the line of existing development and generally the site will be screened by buildings on Hills Road. The significance of visual effects is considered to be moderate to slight.

From Shaftesbury Road, looking south-east

- 8.42 The VIA notes that this view will be representative of the views from residential streets off Brooklands Avenue but in reality views will be limited. The greatest visual impacts will be experienced by users of the site. The photomontage indicates that the tower will not be visible and that the new building may be 'less blocky and austere' than the existing Edinburgh Building. The significance of visual effects is considered to be moderate.

- 8.43 In conclusion the VIA considers that the tower element of the building will be widely visible from known viewpoints around the southern edge of Cambridge, although the lower sections of the building are only likely to become noteworthy within 1km, based on the photomontage evidence. The building is unlikely to appear above the horizon line from the more distant viewpoints. The VIA highlights consideration of the height of the tower and

the external colour treatment as potential ways in which its the appearance of the building from a distance could be mitigated. Appropriate space for landscaping is also noted as important to its immediate setting.

UDC team comments

- 8.44 The UDC team and the Principal Landscape officer have been involved in the development of the scheme for the site during the pre-application stage. Joint comments have been provided in relation to Urban Design/Conservation and Landscape which are helpful as these two aspects of the scheme are highly inter-related.
- 8.45 The UDC team and the Principal Landscape officer support the scheme (see paragraphs 6.7 to 6.24). Their initial comments indicated the need for additional information which has resulted in the submission of the Tall Building and the Skyline Appraisal (TBSA), the Visual Impact Assessment with Verified Photomontage Views (VIA) and the amendments to the Built Form Parameter Plan. The team accepts the conclusions that have been reached in these documents and support the revisions to the Built Form Parameter Plan. Their comments regarding daylight and sunlight analysis are dealt with in the section of my report which deals with Residential Amenity.
- 8.46 I have described the proposals for the site in extensive detail above. The UDC team and the Principal Landscape Officer consider that the proposals are appropriate for their context and that the constraints of the Parameter Plans will allow detailed plans for a building of acceptable height, scale and massing and associated landscaping to be brought forward. I agree with their views.

Design and Conservation Panel

- 8.47 The Design and Conservation Panel considered the scheme prior to submission and without the benefit of the TBSA and VIA. The Panel supports the scheme, giving it a verdict of Green (8) and Amber (2). Comments were made about the potential for the Shaftesbury Road elevation to appear monolithic, the use of water in the landscape and the type of cycle parking. The Panel is keen to see the detailed plans once they are submitted at the reserved matters stage. In my view

the comments made by the Panel are capable of being addressed at the reserved matters stage.

Third Party Representations – Scale and Massing

- 8.48 In comparison with the volume of objections on the grounds of transport impact there has been little comment by local residents on the design merits of the scheme. This could in part be because of the outline nature of the application. In my view the information that has been submitted with the application, particularly the TBSA and VIA demonstrate that a building of the scale proposed can be accommodate on the site. The approved parameter plan does not allow the building to extend to the site boundaries and there is adequate space for landscaping.
- 8.49 I do not agree with the views that there are shortcomings with the VIA or that the development is contrary to the Tall Buildings and the Skyline guidance. The VIA is comprehensive and demonstrates that the development will be visible but not harmful to the Cambridge skyline. The tower will be visible in some vistas but that is its purpose and I think it will provide an appropriate marker for the site. I am confident that the detailed proposals will be the subject of rigorous scrutiny by the UDC team and planning officers and that a high quality building will be brought forward.
- 8.50 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11 3/12 and 3/13, the adopted Supplementary Planning Document (SPD), Cambridge City Council - Guidance for the application of Policy 3/13 (Tall Buildings and the Skyline) of the Cambridge Local Plan (2006) (2012) and guidance provided by the NPPF.

Impact on Heritage Assets

- 8.51 The application is supported by a Heritage Asset Assessment. This assessment identifies heritage assets and considers the impact of the development on them.
- 8.52 The site is identified as having some archaeological interest particularly in respect of prehistoric and Iron Age/Roman remains, however even these cases the impact of the development is assessed as slight. The applicant's view is that

any direct impact on potential buried archaeological remains would be mitigated by measures to investigate and record finds. This view is supported by the Cambridgeshire County Council Archaeological Unit which recommends the standard archaeological investigation condition. I have included this in my recommendation (condition 13) The Heritage Asset Assessment concludes that the proposed development will have no change to the setting of any heritage assets in the surrounding area.

8.53 English Heritage note that there are no designated heritage assets within the site but that Brooklands Avenue Conservation Area is close to the site. English Heritage conclude that the development will not be harmful to the character or appearance of the Conservation Area but concerns are raised in relation to the height of the tower and the potential for the west elevation to appear as un-relenting and monolithic. The latter point was also raised by the Design and Conservation Panel. In my view this is a challenge which is capable of being addressed at the reserved matters stage.

8.54 English Heritage (EH) defer to the views of the UDC team in taking the application forward and further information has been provided at the request of the UDC team since EH gave their comments. This information has addressed the concerns raised about the height of the tower in my view.

8.55 The UDC team are also content that the development will not have a harmful effect on Brooklands Avenue Conservation Area or the Botanic Gardens which is a Registered Parks and Gardens site.

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

Public Art

8.57 The Applicants vision for the project is to develop 'a holistic Public Art Programme for the site which will include an important new public art commission which will make a significant contribution to the City's public realm whilst at the same time contributing to the site and reflecting Cambridge Assessment's aims and objectives'.

8.58 The delivery of the Strategy will be through three main project areas; the Tower Commission, the International Connections Project and the Public Engagement Programme.

Tower and Eastern Boundary Commission (Proposed Budget £380,000)

In collaboration with the architect, the artist will contribute to the design of the Tower creating an exciting and important new focus to the development and the surrounding area as well as announcing arrival into the city by train and the guided bus route.

International Connections (Proposed Budget £40,000)

Cambridge Assessment's international links and resources will be celebrated in a commission or series of commissions linked to the Public Art Programme.

This could be through an embodiment of these links in the Tower Commission, and internet project, an art competition or exhibition at the Cambridge site, or a combination of these approaches.

Public Engagement (Proposed Budget £25,000)

The aims of the Public Engagement Programme are to:

- Disseminate information about the project to a wide audience
- Offer the opportunity for Cambridge residents to become involved in a cultural project that shapes the public realm
- Encourage groups of all types to become involved in the programme including school children, students, local residents, staff groups and others.

Overall Budget

A budget of £500,000 has been proposed for the Public Art Programme, which is based on 0.5% of the development costs.

Project Steering Group

The Public Art Programme will be managed by the Project Steering Group. The membership of this group will include representatives from:

- Cambridge Assessment
- Commission Projects
- Eric Parry Architects
- Grant Associates (Landscape Architects)

Nadine Black, Cambridge City Council's Public Art Officer will be invited to attend meetings.

8.59 The Public Art officer has made comments about the proposed Public Art Strategy. She supports the principle of the Strategy but advises that some clarification and revision is needed and most particularly the budget needs to be reconsidered. The delivery of public art on site is secured via planning obligations within the s106 legal agreement. I have addressed the need for the planning obligations to be compliant with the CIL regulations in my section dealing with Planning Obligations.

8.60 In my opinion, subject to detailed negotiations regarding the budget and PADP the proposal is compliant with Cambridge Local Plan (2006) policies 3/7 and 10/1 and the Public Art SPD 2010

Renewable energy and sustainability

8.61 A Renewable Energy Statement has been submitted to support the application. At this stage photovoltaic panels have been selected as the likely most appropriate form of renewable energy delivering the 10% reduction required under the current policy. However other technologies such as ground source heat pumps have not been ruled out from the detailed design stage. The Senior Sustainable Construction Officer is satisfied with this approach.

8.62 A Sustainable Design and Construction Statement and Sustainability Checklist have also been submitted. A highly sustainable building design is proposed incorporating shallow floor plates and a high degree of natural light and ventilation. This will need to be taken forward at the reserved matters stage when the detailed building design and landscaping is taken

forward. This is acknowledged by the Senior Sustainable Construction Officer and she also identifies a number of areas where further work can be done including water conservation and co-location of photovoltaic panels and green roofs. A further more detailed Sustainable Design and Construction Statement and Sustainability Checklist will be required to be submitted as part of the reserved matters submission.

8.63 In my opinion the applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with Cambridge Local Plan (2006) policy 8/16 and the Sustainable Design and Construction SPD 2007.

Disabled access

8.64 The Outline status of the application means that there is little information regarding access for disabled people. The redevelopment of the site offers opportunities to provide excellent facilities for disabled people and I would expect consultation with the Disability Consultative Panel to be part of the pre-application discussions as proposals are brought forward for the submission of reserved matters. I have addressed the issue of parking for disabled people below.

8.65 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12 in so far as it relates to Disabled Access.

Transport Impacts

8.66 The transport impacts of the proposed development are complex and have been the subject of the majority of objections from local residents. This section of my report is very detailed and addresses the following:

- The Transport Assessment that supports the application
- The first consultation response from the County Council
- Third party representations, including the Development Control Forum (DCF)
- The applicants' response to comments from County Council
- The applicants' response to third party representations/DCF

- Contributions to the Southern Corridor Area Transport Plan (SCATP)
- Further third party representations
- The final consultation response from the County Council
- Transport Impacts - Conclusion

The Transport Assessment that supports the application

8.67 The application is supported by a Transport Assessment (TA) and Draft Travel Plan. The TA addresses the following:

- The development and its proposed parking and access arrangements
- The local and national transport policy context
- Existing conditions on the local transport networks in the vicinity of the site
- Current staff travel patterns based on recent staff travel surveys
- Baseline transport conditions for the full development's assumed completion year of 2018 taking into account nearby committed developments and transport improvements
- Development trips, including trip generation, trip distribution, mode split and assignment to surrounding transport networks.
- The predicted transport impacts of the development, and improvements to mitigate these impacts, compared to the baseline situation.
- Contribution to the Southern Corridor Area Transport Plan (SCATP)
- Construction traffic impact
- Conclusion of TA

8.68 The TA acknowledges that by 2018, Cambridge Assessment anticipates that its workforce will have grown from about 1,600 employees at current levels to 2,300 employees, through ongoing growth in the business. Clearly this will involve a large number of people needing regular access to the site. The existing site is not operating at full capacity and if it were it would generate increased traffic across all modes. Notwithstanding this an office use would generate more traffic than the current use. The highway network around the site is operating at full capacity and there is congestion on surrounding roads at peak times. This allied to potential displacement of car

parking have resulted in a considerable volume of objection from local residents. The following is a précis of the contents of the TA.

The development and its proposed parking and access arrangements

- 8.69 The TA states that there are currently 1600 staff occupying Cambridge Assessment offices in Cambridge central locations at 1, 7, 9 and 72 Hills Road, Regents Street, Gonville Terrace, Drosier House, Harvey Road and Furness Lodge, Park Terrace. All of these staff will be relocated to the proposed building.
- 8.70 There are currently 210 car parking spaces on site and these will be replaced by 189 spaces in the new development. 1050 cycle parking spaces will be provided on first occupation with potential for this to increase to 1325 as part of the implementation of the Travel Plan. 26 motorcycle parking spaces will be provided.
- 8.71 Access is via Shaftesbury Road. That part of the road which fronts the site is a private road but further north Shaftesbury Road is part of the public highway. All vehicular access to the site is via Brooklands Avenue and its junctions with Hills Road and Trumpington Road.

Existing conditions on the local transport networks in the vicinity of the site

- 8.72 There are no cycle lanes on Shaftesbury Road, Fitzwilliam Road or Clarendon Road but these roads are not heavily trafficked. There is an off road cycle way on the north side of Brooklands Avenue but no facility on the south side where the pavement is narrow. There are controlled crossings at both ends of Brooklands Avenue and direct access to the CGB footpath/cycleway from the site.
- 8.73 The site is well served by bus given the location of the bus interchange which is at easy walking distance along the CGB footpath. The Uni4 service is available at the bus stop on Brooklands Avenue.
- 8.74 Traffic counts have been undertaken at the junctions of Brooklands Avenue/Shaftesbury Road and Brooklands

Avenue/Clarendon Road. On the basis of this data and on-site observations in the peak hours the TA reports that 'extensive queuing occurs along Brooklands Avenue from the signalised junctions with Hills Road to the east and Trumpington Road to the west. Often this queuing extends past the Brooklands Avenue junctions with Shaftesbury Road and Clarendon Road. It is evident from queues observed along Brooklands Avenue in the peak hours that both of these signalised junctions are already operating at, or close to capacity in the peak hours.'

8.75 The TA adopts the view that because there will be no additional parking space at the site over and above the permitted use, this situation will not be exacerbated by the redevelopment of the site.

8.76 The TA acknowledges that most streets in the vicinity of the site are covered by parking controls. The exception is the Accordia development where there are no such controls and the TA accepts that there is scope for parking to be displaced to this area. The cost of regular use of the pay and display bays in Shaftesbury Road is considered likely to deter use of these spaces. The view taken by the TA is that parking displacement to the streets to the east of Hills Road and south of Cherry Hinton Road is unlikely given the lack of availability of space on those streets.

Current staff travel patterns based on recent staff travel surveys

8.77 Surveys have been carried out of Cambridge Assessment staff in November 2013 and about 54% of staff responded. The survey shows that at present the majority of workers travel to work by car at 29.2%, with 23.5% cycling and 15.0% travelling by train.

Baseline transport conditions for the full development's assumed completion year of 2018 taking into account nearby committed developments

8.78 The TA assesses that the total number of trips generated by the existing site, assuming full occupation, as 1,508 daily all mode trips. Cambridge Assessment expect to expand to 2300 employees even if they do not relocate and these staff would work from the existing central Cambridge offices.

8.79 The TA recognises the following committed developments and Transport Improvements:

- Provision of cycle link from CB1 to toucan crossing on Hills Road
- Provision footpath/cycleway link through Kaleidoscope to the CGB footpath/cycleway
- Improved facilities at Cambridge Station including the new Cycle Park
- Cycle safety improvements on Cherry Hinton Road
- SCATP payments from new development
- Cycle lane improvements along Trumpington Road
- Steps or a ramp from Hills Road bridge to the southern leg of the CGB cycleway
- Lighting of the southern section of the CGB route, between Hills Road and the Trumpington Park and Ride site
- Improved footways on Long Road

Development trips, including trip generation, trip distribution, mode split and assignment to surrounding transport networks

8.80 The TA assumes that by 2018 which is the first year of occupation the workforce at Cambridge Assessment will have grown to 2300 employees. Further growth to 3000 employees is anticipated by 2025. Assumptions have been made about the % of staff actually on site on any one day taking account of sickness, off site meetings etc. and a figure of 2,625 is arrived at for occupation on a typical day.

8.81 Data has been used from the staff surveys to establish arrivals and departures at peak hours (08.00 to 09.00hrs and 17.00 to 18.00hrs). 63% of staff currently arrive between 0800 and 0900 for the start of the working day and 59% depart between 1700 and 1800 at the end of the working day. The TA anticipates that this pattern will be maintained at the proposed site. It is also anticipated that there will be some departures in morning peak and some arrivals in evening peak. Overall it is expected that there will be 1649 arrivals and 204 departures in morning peak and 135 arrivals and 1552 departures in evening peak.

8.82 The staff survey also delivered information on the intended mode of transport that staff would use to access the new site. The largest percentages were by car (29%), by cycle (27%) and by train (16%).

8.83 Given the availability of proposed car parking on site a modal shift from the current level of 29% car parking to 7.2% car parking would be required. The TA proposes that this will be achieved predominately by increased use of car sharing but also by greater use of the CGB, Park and Ride, cycling and walking.

8.84 The following table shows the anticipated modal shift for all modes

Mode of transport	Current %	Predicted %	% change
Car	29	7.2	-21.8%
Cycle	27	30	+3%
Car Share	5	12.8	+7.8%
CGB	3	7.5	+4.5%
Motorbike	1	1	0
Park and ride/cycle	4	8.5	+4.5%
Walk	6	8	+2%
Train	16	16	0
Other	2	2	0

8.85 The Travel Plan sets out ways in which this modal shift will be actioned for example by including a target to achieve an average car occupancy of 2.5, meaning for example that every two cars travelling to and parking at the site will be occupied by five people in total, including car drivers and car passengers. A key message of the Travel Plan is that there is ample time for Cambridge Assessment to prepare its workforce for the changes in travel patterns required as a result of the move.

8.86 The TA establishes that at peak times there will be 152 arrivals and 19 departures in morning peak and 13 arrivals and 143 departures in evening peak by car based on the anticipated modal shift including members of staff who are being dropped off.

8.87 At some times through the year, Cambridge Assessment's operation means that the business will have a large number of visitors to the site, primarily examiners and moderators involved in marking of exam scripts. The numbers involved and timing varies, however, and the visits do not generally occur on a

typical day. The TA assumes that the Travel Plan will be a key mechanism to inform such visitors of the travel choices available to them at the Triangle site.

- 8.88 Trip distribution and assignment analyses have been undertaken for the main modes of travel predicted for the development, i.e. walking, cycling, public transport and private vehicles which establishes how staff accessing site will affect the network. This relates primarily to walking, cycling and public transport networks since the TA argues there will be no change in vehicular trip generation as a result of the development

The predicted transport impacts of the development, and improvements to mitigate these impacts, compared to the baseline situation

Walking and Cycling

- 8.89 Consideration has been given to which routes staff will use to access the site on foot and by cycle. The CGB footpath is likely to be the most frequently used route by walkers as a result of the link to the bus interchange and Station (618 trips in AM peak). A lower proportion of trips are predicted to use Hills Road North/Brooklands Avenue East (40 trips in AM peak), Hills Road South/Brooklands Avenue East (20 trips in AM peak) and Brooklands Avenue West (7 trips in AM peak).
- 8.90 Similarly most cyclists will be using the CGB cycleway either from the north or south or via the CB1 link off Hills Road bridge (402 trips) and lower numbers using Hills Road South/Brooklands Avenue East (80 trips in AM peak) and Brooklands Avenue West (54 trips in AM peak).
- 8.91 The TA considers that the additional pedestrian and cycle demand on the CGB shared footway/cycleway can be accommodated. The TA highlights that Cambridgeshire County Council (CCC) are planning to provide a link between the south side of Hills Road Bridge and the CGB footpath/cycleway. This will be beneficial to the Hills Road/Brooklands Avenue junction which has a record of accidents. The TA considers that it would be appropriate to use the SCATP contribution from the development to fund this. Otherwise the TA concludes that the additional pedestrian and cycle demand can be accommodated

without affecting the performance of local walking and cycling routes.

Public Transport – Buses

- 8.92 About 287 staff would travel to the site in the AM peak by buses which call at the new bus interchange in the CB1 development. A further 51 staff would travel by buses calling at the bus stops on Brooklands Avenue. There are no waiting facilities or real time information provision at these stops. The TA considers that it would be appropriate to use the SCATP contribution from the development to fund the provision of improved waiting facilities at these stops. Real time passenger information will be displayed at prominent locations in the building itself, for example the main foyer.

Local Highway Network

- 8.93 The TA assumes that the development will not generate any additional vehicle trips to the site, compared to the operation of the existing site at its full capacity because there is no increase in the number of car parking spaces provided on the site. Therefore, no technical assessments have been undertaken of the vehicular impact of the proposals.
- 8.94 The TA notes the concerns of local residents about the potential for displaced car parking in the area but reaches the view that there will be limited space available on street. However the TA considers that there is potential for a contribution to be made to enable CCC to implement a residents' only parking scheme for the Accordia development, to mitigate such an impact of the development. The TA considers that it is unlikely that the development would generate displaced car parking on streets to the east of Hills Road and south of Cherry Hinton Road and does not propose any measures relating to on-street car parking in this area.

Contribution to the Southern Corridor Area Transport Plan (SCATP)

- 8.95 The TA notes that the purpose of the SCATP is to identify new transport infrastructure needed to facilitate development in the south of Cambridge, and to identify a fair means of calculating how individual development sites should contribute towards that

transport infrastructure. SCATP allows existing trips generated by the site to be off-set against proposed trip generation. In this case existing trips have been estimated at 1,508 daily all mode trips.

- 8.96 The TA takes the view that the relocation to the Triangle site will enable Cambridge Assessment to employ an additional 700 staff, and it is these staff that will be generating potentially new trips on the network. Using the TRICS database, these additional staff will generate 2,332 new daily trips. The net increase in new trips, taking into account the existing trip generation for the CUP uses, is therefore 2,332 – 1,508, which is 824 new trips being generated as a result of the development. At a SCATP rate of £369 per trip, this would result in a proposed contribution of £304,056.

Construction traffic impact

- 8.97 The construction of the new building is likely to take about 2 years, and the construction site will operate five days per week. It is anticipated that the typical hours of construction will be between 8am and 5pm Monday to Friday.
- 8.98 The anticipated traffic generation during construction at the development site is on average 113 one-way vehicle trips per day (i.e. 226 total movements per day considering arrivals and departures), or 14 one-way vehicle trips per hour. The precise routing of construction traffic associated with the development will be specified within a Construction Environmental Management Plan. However it is expected that construction vehicles will exit the M11 at Junction 11 and route via Trumpington Road, Brooklands Avenue and Shaftesbury Road.
- 8.99 To mitigate the effects of construction traffic, a Demolition and Construction Environmental Management Plan (DCEMP) will be implemented. This will specify appropriate routing of construction vehicles, hours of operation and any driver training requirements. This plan would be included in a construction method statement which would be produced when further information on the quantity and bulk of materials, construction programme and site logistics is available, and would also provide for:

- The parking of vehicles by operatives (remote from the site)
- Site visitors
- The loading, unloading and storage of plant materials
- Wheel-washing facilities
- The routing of delivery vehicles
- A programme of works (Including measures for other traffic management)

8.100As noted in previous sections, the developer would be willing to explore the potential to provide a contribution to CCC for the implementation of a residents' only parking scheme on nearby residential streets that are outside the CPZ (primarily those within the Accordia development). Such a scheme would help address concerns regarding construction staff parking in these streets.

Conclusion of TA

8.101The conclusion of the TA includes confirmation that there will be a Travel Plan for the development and that it would also provide or contribute towards the following transport measures to mitigate the impact of the development:

- A contribution to Cambridgeshire County Council towards a potential new pedestrian link between the CGB cycleway and the Hills Road bridge, along which cyclists will be able to push their bicycles, so that the need to travel through the Hills Road / Brooklands Avenue junction for staff arriving from the south can be avoided;
- Explore the potential to provide a contribution to Cambridgeshire County Council for the implementation of a residents' parking zone in the nearby Accordia development, to mitigate the potential for displaced car parking from the Triangle site (if required and deemed appropriate);
- Explore the provision of improved bus waiting facilities at the existing bus stops on Brooklands Avenue;
- Showers and lockers within buildings, along with changing rooms and rooms where cyclists and pedestrians can leave clothes to dry;

- Provision of Real Time Passenger Information (RTPI) displays at prominent locations within the building, for example reception and foyer areas. This would be part of a transport information point at which staff and visitors could obtain up-to date travel information and walking, cycling and public transport maps.

8.102 The TA proposes that the SCATP payment contributes towards the Hills Road /CGB pedestrian link, the Accordia residents' parking zone and improved Brooklands Avenue bus waiting facilities identified above.

The first consultation response from the County Council

8.103 The full response from the County Council is summarised at paragraph 6.1. In essence the response sought clarification and further information in relation to all aspects of the TA and the Travel Plan. The County Council raised objection to the application until this information is provided.

8.104 The County Council also recognised that the following mitigation measures may be appropriate:

1. Contribution towards the Southern Corridor Area Transport Plan (SCATP)
2. Travel Plan for Cambridge Assessment
3. Contribution towards a proposed Accordia residential parking scheme
4. Contribution towards the Hills Road Bridge pedestrian/cyclist link
5. Fully permeable site not gated with access only to card holders as at CUP
6. Contribution towards improvements which should include work to both sides of Brooklands Avenue, widening the existing shared paths and potentially moving back and rebuilding the listed wall at on the south side near the junction with Trumpington Road
7. Improvements to the bus stops on Brooklands Avenue provided direct by Cambridge Assessment through a Highways Act agreement
8. Contributions towards Real Time Passenger Information (RTPI) in bus stops on Brooklands Avenue

Third party representations, including the Development Control Forum (DCF)

8.105 The concerns raised in third party representations are summarised in paragraphs 7.2, 7.3 (grounds for DCF), 7.4 (Comments from BAARA) and 7.5 (Comments from CPPF). The key concerns of local residents/BAARA/PPF in relation to transport impacts are as follows:

- Additional traffic leading to congestion, noise and air pollution
- Adverse impacts arising from contractors parking
- Parking and congestion on surrounding streets
- Lack of credibility in Travel Plan in reducing reliance of private cars
- Inadequate existing infrastructure to carry the hoped-for increased movements by bicycle, bus and on foot

8.106 The third party representations highlight the following as potential mitigation measures:

1. Implementation of a Resident Parking scheme at Accordia
2. Compulsory use of Park and Ride services/dedicated shuttle bus to Park and Ride by contractors
3. Better cyclist provision at the Hills Road/busway junction and on Brooklands Avenue
4. Footbridge over the CGB to access Hills Road
5. Better access to the CGB from the site
6. CGB bus stop to serve the site
7. Use of Park and Ride and dedicated staff buses
8. Upgrading of bus stops on Brooklands Avenue/new stop close to the site
9. Link to Cambridge Leisure car park
10. Alternative vehicular access

The applicants' response to comments from County Council

8.107 The applicants' response to the comments made by County Council officer follows a similar format to the original Transport Assessment (TA). It includes the following:

- Development Proposals
- Existing Transport Conditions
- Baseline Conditions

- Development Trip Modelling
- Development Transport Impacts
- Travel Plan

Development Proposals

8.108 Car sharer parking spaces will be monitored through the Travel Plan and adjusted to take account of demand. There will be a large proportion of car sharer parking spaces.

8.109 A total of 1325 cycle spaces (+/- 20%) will be provided on first occupation. The applicants' view is that this will exceed the Local Plan requirement which is for 1307 spaces based on 39,200 sq. m floorspace. On the basis of trip modelling this would provide ample cycle parking to meet future demand and can be secured by planning condition.

8.110 The applicants' have confirmed that all existing premises located in Cambridge will be re-located to the site. The offices that will relocate to the Triangle currently have a combined workforce of about 1,600 staff and a total of 1,984 workplaces, and have a total of 319 car parking spaces.

8.111 There would be 189 spaces (+/- 10%) provided, which, at this stage, are indicatively allocated as follows:

- Car sharers = 134 spaces, about 71% of the total;
- Visitor spaces = 15 spaces, about 8% of the total;
- For staff travelling to Coventry site = 15 spaces, about 8% of the total;
- Spaces for hire cars used by staff = 10 spaces, about 5% of the total;
- Disabled staff spaces = 15 spaces, about 8% of the total.

It is anticipated that this could be secured via the Travel Plan or planning condition.

Existing Transport Conditions

8.112 The mode of travel for staff at Cambridge Assessment who will be relocating to the site has been updated and postcode plots clarified. The updated modal share is as follows for staff living in Cambridge (administrative area) (30% of staff):

- Bicycle 51.0%
- Car (as car sharer/passenger with other Cambridge Assessment staff) 1.9%
- Car (on your own) 7.1%
- Guided Busway 0.5%
- Motorbike 0.5%
- Other 2.3%
- Public Bus 5.2%
- Train 0.5%
- Walk 31.0%
- TOTAL 100%

The applicants consider that these figures suggest that walking, cycling and public transport networks within Cambridge are of a quality that attracts and encourages the vast majority of staff living in Cambridge to travel by such non-car modes.

8.113 The walking and cycling isochrones (areas of equal travel time) have been updated and now show current mode of travel by staff who responded to the travel survey.

8.114 It has been agreed that car parking provision for employment sites is inherently linked to car trip generation. There will be a reduction in car parking at the site and there will be no increase in car parking at existing Cambridge Assessment sites once these have been vacated by Cambridge Assessment. The applicants consider that overall there would be no increase in car parking in this area, and therefore no increase in car trip generation.

8.115 There is a high demand for on-street parking in the streets off Cherry Hinton Road as a result of displaced parking by rail commuters and employees at local sites. The applicants view is that Cambridge Assessment staff would either need to walk over 25 minute to access street parking or arrive very early, which would be disincentives against bringing a car to work and reduce demand. The applicants note that this argument has been accepted elsewhere at the ARU New Street development where there is no car parking and 200 staff/300 students on site.

8.116 Cambridge Assessment are prepared to offer a contribution to CCC to pursue a residents' parking scheme for Accordia, if it can be shown that there is a displaced parking problem and that

this is directly caused by Cambridge Assessment, and the majority of local residents want such a scheme. The applicants' view is that Cambridge Assessment should not be expected to simply fund a scheme because there is an existing problem towards which they have not contributed.

8.117 The applicants propose that the justification for a contribution towards a residents parking scheme at Accordia would be based on Cambridge Assessment undertaking parking beat surveys at Accordia. These would be carried out annually to identify if there is a displaced parking problem and if this can be directly attributable to Cambridge Assessment. The initial survey would be undertaken in October 2014 to observe 'baseline' conditions prior to demolition / construction on the Triangle site (scheduled for Spring / Summer 2015). The surveys would coincide with Travel for Work's (TfW's) annual travel surveys, and would be undertaken every October until 2020 or until such time as Cambridge Assessment employ a workforce of 3,000 staff at the Triangle development. If a residents' parking scheme is introduced in the interim, the parking beat monitoring would cease.

8.118 A contribution could be made by the applicants towards the cost of a link between Hills Road and the CGB but their view is that this should be deducted from the SCATP contribution. Reference is also made to the link behind the signal box which is also planned. The applicants also consider that this could be funded from SCATP contributions.

Baseline Conditions

8.119 The existing car parking provision for Cambridge Assessment's existing 1,600 staff is 319 spaces. The TA's assumption for trip modelling purposes is that 87.5% of staff travel to Cambridge Assessment offices on a typical day, i.e. 1,400 staff. This means 22.8% (319/1,400) of these existing staff can drive a car to and park it at Cambridge Assessment's offices.

8.120 Cambridge Assessment's existing premises have a total of 1,984 workplaces, so Cambridge Assessment could increase its existing workforce to 1,984 staff without the need for further office space. The car parking provision for these 1,984 staff would, however, still be 319 spaces. Assuming 87.5% of staff travel to work on a typical day, i.e. 1,736 staff, this means

18.4% of staff would be able to drive a car to and park at Cambridge Assessment's existing premises, assuming these offices are fully occupied.

8.121 Surveys of employees' existing travel habits indicated that driving a car was the main mode of travel for about 29% of staff. However, the "main mode of travel" relates to the longest distance element of the overall journey to work, and not necessarily the 'last leg' of this overall journey. Therefore, the 29% above includes staff who, for example, drive to a Park and Ride site, then travel the last part of their journey and arrive at the site by Park and Ride service or Cambridgeshire Guided Bus or cycle. The survey data and the on-site car parking provision suggests that, if only 22.8% of staff can drive to and park a car at Cambridge Assessment premises, a further 6% are driving most of the way to work then changing modes for the last leg of their overall journey. These 6% of staff therefore do not generate a vehicular traffic impact in the immediate vicinity of Cambridge Assessment's existing premises.

Development Trip Modelling

8.122 Predicted AM and PM arrivals have been revised in line with the TRICS database. This results in 183 AM departures by all modes instead of the 204 stated in the TA, and 212 PM arrivals by all modes instead of the 135 stated in the TA. The applicants' view is that these changes, spread across all modes for each hour, are minimal.

8.123 The walking mode share has decreased slightly from existing conditions in recognition that the Triangle site is further from the city centre than most of the existing sites

8.124 A survey of visitors to Cambridge Assessment's premises along Hills Road and Regent Street was carried out in late November and early December 2013. This indicated that visitor levels vary from day to day. The average number of visitors was 24 each weekday. Visits by moderators principally occur on weekends during the summer months, with up to 600 moderators on a weekend and 30 support staff. Moderators currently tend to stay at hotels in Cambridge near to the Cambridge Assessment offices, and therefore walk between the offices and their hotels.

8.125 It is recognised that, with 33 AM peak hour arrivals by drop off by non- Cambridge Assessment car driver, there would be 33 associated car driver departures in the AM peak. This is not shown in the TA because it relates to trips by Cambridge Assessment staff only. With 33 two-way car driver trips for AM peak hour drop offs, there would be about 1 additional vehicle on the highway network every minute. The applicants consider that this would not be noticeable.

8.126 People travelling from the Trumpington Park & Ride site would use the CGB instead of the Park & Ride service. The bus stops for the Park & Ride service are located on Trumpington Road, further away than those for the CGB.

Development Transport Impacts

8.127 The detailed design of the cycle ramp between the northwest corner of the site and the CGB cycleway can be secured by planning condition. A reciprocal arrangement may also be possible to allow access via the CUP access to the south east.

8.128 Cambridge Assessment is required to have a secure site to meet Office of Qualifications and Examinations Regulations, therefore public access through the site cannot be provided.

8.129 The TA indicates that arrivals/departures by foot/cycle would not put excessive pressure on Brooklands Avenue or Trumpington Road. However the applicant would be willing to make a contribution towards improvements to the footway on the south side of Brooklands Avenue if this was deducted from the SCATP contribution. The wall at the western end of Brooklands Avenue is listed and on third party land so is outside the control of Cambridge Assessment. It is not considered practical to relocate this wall.

8.130 The applicants would be willing to provide a contribution from the SCATP payment for Cambridge City Council to implement the provision of the bus shelters on Brooklands Avenue between Clendon Road and Shaftesbury Road.

8.131 Additional trips by bus could be accommodated on existing services as there are a significant number of services calling near the site over which the increased demand would be spread. The applicants note that the increase in bus trips

generated by the development would occur over a number of years, and there are already a number of bus trips made by existing Cambridge Assessment staff at their offices along Hills Road/Regent Street. Additional services would not be necessary in order to meet the expected demand in bus travel.

8.132 Additional information has been provided about the likely spread of bus trips on the services identified in the TA.

Travel Plan

8.133 Cambridge Assessment plan no increase in car parking between now and 2018, the date of the planned move to the Triangle site. Therefore, the 700 new staff Cambridge Assessment plan to employ between now and 2018 will be employed on the basis that they will not be able to drive a car to and park at Cambridge Assessment's premises.

8.134 New employees joining from 2018, facilitated by the Triangle development itself, will be advised at interview that car parking is not available on-site and that they will need to travel by non-car modes. Special dispensation will be made for disabled staff.

8.135 A timeline of changes in staff numbers and car parking provision is provided as follows:

	Pre-Development (87.5% of Staff travelling to and from work on a typical day)		With-Development (87.5% of Staff travelling to and from work on a typical day)	
	2014	2018	2018	2025
Existing (2014) Staff	1,600 staff with 319 car parking spaces = 22.8% able to drive a car and park at Cambridge Assessment	1,600 staff with 319 car parking spaces = 22.8% able to drive a car and park at Cambridge Assessment	1,600 staff with 189 car parking spaces = 13.5% able to drive a car and park at Cambridge Assessment	1,600 staff with 189 car parking spaces = 13.5% able to drive a car and park at Cambridge Assessment
New Staff	n/a	700 staff with no car	700 staff with no car	1,400 staff with no car

from 2014 onwards		parking	parking	parking
Total Staff	1,600 staff with 319 car parking spaces = 22.8% able to drive a car and park at Cambridge Assessment	2,300 staff with 319 car parking spaces = 15.9% able to drive a car and park at Cambridge Assessment	2,300 staff with 189 car parking spaces = 9.4% able to drive a car and park at Cambridge Assessment	3,000 staff with 189 car parking spaces = 7.2% able to drive a car and park at Cambridge Assessment

8.136 This timeline illustrates that the Travel Plan will need to primarily target the travel patterns of Cambridge Assessment's existing workforce of 1,600 staff, and in particular those who currently drive a car to and park at Cambridge Assessment.

8.137 The applicants consider that when the current 1,600 Cambridge Assessment employees move to the Triangle site with its 189 car parking spaces, these existing staff would have a mode share for driving a car to and parking at work of 13.5%, compared to an existing 22.8%. They consider that a shift from 22.8% to 13.5% for existing staff, over a period of 3-4 years from now to 2018, is entirely realistic and achievable. The 13.5% modal share is considered, by the applicants to be comparable to other existing locations for instance in CB1.

8.138 The applicants also note that the Travel for Work statistic for the Station Area is based on an employee's mode choice for the longest part of their journey to work, so driving alone could be part of a trip that also involves a Park & Ride or park & cycle journey. If the car driver modal share of 7.2% at 2025 is added to the Park and Ride/cycle modal share the total modal share is 15.7% which again is consistent with the CB1 data (15%).

8.139 As existing employees who have a parking space leave Cambridge Assessment these spaces are being reallocated as car sharer spaces

8.140 Cambridge Assessment will explore with the local bus operator the potential for one month's free bus travel on relocation to the site and will promote the www.camshare.co.uk service.

8.141 Cambridge Assessment would be willing to have a senior member of staff on the Steering Group. This is likely to be subsumed into an existing Staff Forum meeting which is chaired by the Group CEO and which meets not less than quarterly.

The applicants' response to third party representations/DCF

8.142 The applicants met with local residents both prior to the submission of the application and more recently. Their response addresses issues raised in the context of the DCF and at the most recent meeting on 20 June 2014. It is recommended that the response to residents is read in conjunction with the response to CCC, which I have set out above. The note is structured in the following way:

- Concerns Raised in DCF Petition
- Other Possible Mitigation Suggested By Residents at DCF
- Other Points Raised By Residents at Meeting on 20/6/14

Concerns Raised in DCF Petition - Demolition/Construction Stage

8.143 The applicants identify two key concerns for residents during the demolition/construction stage. These are displaced parking by contractors and heavy plant/lorries on Brooklands Avenue/Hills Road in rush hour with high pollution levels.

8.144 To address the potential problem of displaced parking the applicants are willing to make a contribution toward the establishment of a Residents Parking Scheme at Accordia to be justified via car parking surveys.

8.145 An Outline Demolition and Construction Environmental Management Plan (DCEMP) has been submitted to address concerns about construction traffic impacts. The Outline DCEMP provides the overarching principles for the management of potential demolition and construction impacts in the vicinity of the site, relating to, amongst others, minimising the construction traffic impact on the local highway network. It also seeks to minimise the potential for overspill construction

staff car parking in nearby residential streets, particularly the Accordia development. This will be followed up by a detailed DCEMP which can be secured via planning condition (condition 4).

8.146 Large scale construction deliveries will seek to avoid as far as reasonably practical sensitive time periods such as school start/finish times and one of the criteria for awarding the contract will be for potential contractors to commit to minimising the number of HGVs making deliveries to and taking material from the site, particularly in peak periods.

8.147 The Outline DCEMP notes that the demolition / construction will be primarily carried out between 0800hrs and 1800hrs on Mondays to Fridays. Therefore, the majority of construction staff will arrive and depart outside the peak hours of 0800hrs – 0900hrs and 1700hrs – 1800hrs.

Concerns Raised in DCF Petition - Occupation/Operational Stage

8.148 Residents raised concerns at the DCF that the change in staff travel habits is over ambitious. This issue has been dealt with in depth in the applicants response to the comments made by Cambridgeshire County Council and these comments including the car parking timeline are reiterated in the response to residents.

8.149 In common with the demolition/construction phase, residents are concerned about displaced car parking at the operational stage. The applicants refer to their offer to contribute to the establishment of a Residents Parking scheme at Accordia in response to this concern.

8.150 The applicants agree with the residents' view that roads in the Brooklands Avenue area are unable to accommodate any further increases in traffic flows at peak periods. They contend that there would be no increase in car parking in this area, and therefore no increase in car trip generation

8.151 Residents have concerns that the existing walking, cycling and public transport networks in the vicinity of the site would be unable to accommodate the expected increases in trips. The

applicants have addressed this concern in their response to comments made by Cambridgeshire County Council.

8.152 It is the applicants' view that the site is well served by the CGB footpath/cycleway and the bus interchange at the Station. They are also willing to contribute to the following infrastructure:

- o A pedestrian / cycle link between Hills Road bridge and the CGB cycleway
- o A new pedestrian link with the CGB cycleway behind the signal box on the northern side of Hills Road bridge
- o Improvements to the footway along the southern side of Brooklands Avenue
- o Upgrading the existing bus stops on Brooklands Avenue located between Shaftesbury Road and Clarendon Road to bus shelters, with Real Time Passenger Information (RTPI).

Other Possible Mitigation Suggested By Residents at DCF

8.153 Residents also suggested at the DCF that during the demolition and construction phase consideration should be given to the use of Park and Ride services and dedicated contractor buses and an incentive scheme to encourage contractors to use buses and the CGB. The applicants have confirmed that the selected contractor may pursue such initiatives but if the contribution towards the Residents Parking scheme is pursued this may obviate the need for such mitigation.

8.154 Residents also raised the following as appropriate forms of mitigation at the operational stage:

- o Parking controls to extend to Accordia
- o Radical improvements in cycling provision along Brooklands Avenue (south side)
- o Radical improvements to bus stops on Brooklands Avenue
- o Much better use of the CGB such as introduction of a dedicated CGB stop for the building
- o Use of the Park and Ride and dedicated staff buses
- o Footbridge over the railway line linking the Cambridge Leisure car park with Hills Road bridge and the CGB cycleway.

8.155As noted in response to the comments of Cambridgeshire County Council the applicants are willing to make contributions towards the establishment of a Residents Parking scheme for Accordia, improvements to Brooklands Avenue and improvements to bus stops. The County Council is not supportive of a dedicated bus stop on the CGB to serve the site because of the adverse effect this would have on journey times and the applicants consider that the site is well served by buses.

8.156With regard to the potential use of the Cambridge Leisure car park by staff, this has been ruled out by the applicants on two grounds. First this would encourage more staff to drive to work thereby adding to congestion on Hills Road. Secondly the all-day parking charges at the Cambridge Leisure car park are high to dissuade commuters from using it and would be prohibitively expensive for staff to use regularly.

8.157Residents also raised the following mitigation measures at the DCF:

- o The potential to increase car parking at the Trumpington Park and Ride site
- o A potential new vehicular access to the site from Long Road, running alongside the CGB route.

8.158The view of the applicants is that any expansion of Park and Ride facilities would need to be promoted by the County Council. They note that there are long term plans for a new Park and Ride site on the A10 at Hauxton which would complement Trumpington Park and Ride and provide increased capacity.

8.159A new vehicular access form Long Road is also not supported by the applicants because it would conflict with policies aimed at reducing reliance on the private car. They do not consider that it would be beneficial on Brooklands Avenue in the long term due to latent demand eventually increasing traffic back to existing levels. It would also increase traffic on Long Road which would not be welcomed by residents in that area. Notwithstanding these points the delivery of this road would be dependent on the agreement of existing land owners which in the view of the applicants is unlikely.

Other Points Raised By Residents at Meeting on 20/6/14

8.160 Residents raised the following issues at their meeting with the applicants on 20 June 2014:

- o Flexibility on Future Car Parking Provision (Disabled Parking provision)
- o One-Way Arrangement on Clarendon Road – Fitzwilliam Road – Shaftesbury Road
- o Demolition and Construction Activities – Advance Warning to Residents
- o Use of CGB for Construction Traffic
- o Gates at CGB Cycleway Access may Discourage Cycling

8.161 The applicants accept that parking provision will need to be made for disabled members of staff. They have also confirmed that the contractor will appoint a Public Liaison Officer, who will undertake liaison with the public on operations that may have an effect on them.

8.162 The potential for a one way arrangement on Clarendon Road/Fitzwilliam Road/Shaftesbury Road is not supported by the applicants. This is because in their view it would lead to an increase in vehicle speeds which would be detrimental to cyclists. Such an arrangement would have to be promoted by the County Council in any event.

8.163 It is not possible to use the CGB for construction traffic as it would interfere with bus services and may damage the guide way. A gate is required to secure the site and the applicants view is that use of the swipe card would not discourage cyclists from using this mode of transport.

- Contributions to the Southern Corridor Area Transport Plan (SCATP)

8.164 The applicants have submitted detailed calculations upon which they have based contributions towards SCATP. These calculations update the Transport Assessment calculations towards SCATP. The calculation is based on the following assumptions:

1. The offices that Cambridge Assessment will vacate when they move to the Triangle in 2018 will be re-occupied by other organisations with their own staff
2. Not all the staff re-occupying the vacated offices will be new staff to the SCATP area, i.e. some will be relocating from other offices already in the SCATP area
3. The all mode daily trip rate for offices is higher for Cambridge Assessment's existing central Cambridge locations than the proposed Triangle location.

The offices that Cambridge Assessment will vacate when they move to the Triangle in 2018 will be re-occupied by other organisations with their own staff

8.165 The applicants have assessed that by 2018 5662 trips will be associated with Cambridge Assessment on the assumption that the workforce will increase from 1600 to 2300 and that 83% of staff will be present on any day (updated from previous estimate based on CA experience). The current trip generation associated with the use of the site by CUP is 1508 trips. The total all mode daily trip generation for both Cambridge Assessment and the site at 2018 will be 7170 trips.

8.166 Although there is some spare capacity within Cambridge Assessments existing offices they would still need some additional floorspace to accommodate additional staff if they did not relocate. This would increase the existing floorspace required by Cambridge Assessment from 18,796 sq. m to 22,240 sq. m. The applicants use this figure to establish that the total office floorspace needs of Cambridge Assessment could be occupied by tenants with an overall workforce of 2040 staff.

Not all the staff re-occupying the vacated offices will be new staff to the SCATP area, i.e. some will be relocating from other offices already in the SCATP area

8.167 The applicants estimate that one third of people occupying the offices vacated by Cambridge Assessment already work in the SCATP area. If the 83% attendance rate is applied to the remaining two thirds then 1,129 new people would be travelling in the SCATP area. This would amount to 3,349 new trips in the SCATP area.

The all mode daily trip rate for offices is higher for Cambridge Assessment's existing central Cambridge locations than the proposed Triangle location

8.168 The applicants consider that the daily all-mode trip rate for the proposed Triangle location will be lower than that for Cambridge Assessment's existing central Cambridge locations. This is because existing inter-office trips will become intra-office at the new site and there will be more facilities such as on site catering. Lower trip generation is also associated with out of city centre locations which mean that lower ratio can be applied. It is anticipated that all mode daily trip generation for Cambridge Assessment in 2018 on first occupation of the site will be 4,152 trips

Future Growth and Predicted Trips

8.169 In terms of future growth to 3000 employees it is estimated that they would generate an additional 1,264 trips in the SCATP area

8.170 If the predicted trips associated with Cambridge Assessment's first occupation in 2018 (4152 trips) is added to the additional trips generated in the SCATP area resulting from their relocation (3349 trips), the total predicted trip figure is 7501 new trips. If this is compared with the baseline figure of trips associated with Cambridge Assessment plus the existing site trips (7170 trips) the applicants argue that trip generation will amount to 331 new trips in the SCATP area. The resulting SCATP contribution on first occupation, at £369/trip, is therefore £122,139.

8.171 If the additional trips are added into the calculation to reflect the increase to 3000 staff this increases the total SCATP contribution by £466,416 to a total of £588,555

Further third party representations

8.172 Both individual residents and a group of residents have raised concerns in response to the addition information that has been provided in relation to transport impacts. There are mixed views about the amount of car parking and scepticism about the degree to which modal shift and infrastructure improvements

will be realised. There is lack of confidence in the DCEMP to control construction phase impacts to a reasonable level.

8.173 With regard to the concerns raised in relation to the DCEMP, I can understand resident's concerns but it is difficult to determine the approach that can be secured in detail until the contractor is appointed. This has been the case on many other construction sites in the area. The use of shuttle buses is clearly a possibility but in my view it would be very difficult to prevent a contractor from bringing a car to work and parking it legitimately on the highway. I do not think that could be enforced in practice and cannot think of any sanctions that could be imposed. My view is that parking controls are the way to control this impact if it can be demonstrated that it is having a harmful effect on amenity.

The final consultation response from the County Council

8.174 The County Council requested further information in their second consultation response. The following additional information was provided:

- Extension of the cycling isochrone
- Comparison table between permitted use and proposed use

Mode	Existing site			Proposed development		
	AM	PM	24hrs	AM	PM	24hrs
Bicycle	157	150	448	568	545	1625
Car Driver	147	141	420	136	131	390
Car Passenger with CA driver	n/a	n/a	n/a	205	196	585
Car passenger non-CA driver	42	40	121	38	36	108
CGB	n/a	n/a	n/a	142	136	406
Motorbike	12	12	35	19	18	54
Park and cycle	n/a	n/a	n/a	47	46	136
Park and ride	n/a	n/a	n/a	114	109	325
Bus (all bus travel existing)	49	47	140	133	127	379
Train	53	51	151	303	291	867
Walk	65	62	185	152	145	433
Other	3	3	8	38	36	108
TOTAL	528	506	1508	1895	1816	5416

- Confirmation of contribution towards parking surveys (Accordia and East of Hills Road) and Hills Road/CGB link
- Details of improvements to Brooklands Avenue (south side) and toucan crossing
- Information on car occupancy and moderator trips
- Lack of need for bus subsidy
- Discounted bus travel information
- Detailed response to Travel Plan queries.

8.175 The applicants have provided a separate response to the County Council's comments regarding the SCATP contribution. This concludes that the total all mode daily trip generation in 2018, for first occupation of the Triangle development is 4,152.075 new trips. If the 1,508 existing trips associated with the baseline position are deducted (this figure has been agreed with CCC) then the net increase in trips on first occupation would be 2,644.075 trips. At £369 per trip this gives a contribution of £975,663.67.

8.176 For the future growth of an additional 700 staff after first occupation of the Triangle, allowing for 83% (updated from 87% figure previously used) attendance on a daily basis, a total of 1,263.675 new trips would be generated. This would give rise to an additional payment of £466,296.07.

8.177 The overall SCATP contribution for the development, at full occupation, is therefore £1,441,959.70. This figure is much higher than previously offered because officers have successfully argued that there should be no discounted trips on the basis that Cambridge Assessment are relocating from premises close by.

8.178 The additional information that has been provided has resulted the County Council withdrawing their objection subject to the provisions set out in paragraph 6.3 as follows:

Via Section 106

- SCATP Contribution £1,441,959.70 (minus the costs associated with the Brooklands Avenue works and contribution towards Hills Road/ CGB pedestrian link);

- The upgrade of two bus stops on Brooklands Avenue to include raised curbs, shelters and Real Time Information, subject to detailed design and approvals;
- Provision of improvement to Brooklands Avenue;
- £50,000 contribution to be allocated to the Hills Road/ CGB pedestrian link;
- A contribution to cover the costs associated with consultation, scheme design, and implementation of a managed parking scheme (Accordia and East of Hills Road) should the surveys demonstrate a problem and there is support among local residents. (£50K for the Accordia development and £20K for roads east of Hills Road approx);
- Parking surveys should be undertaken during the construction period and post-occupation. Should parking be shown to be an issue during either of these periods then the managed parking scheme contribution should be called upon. This methodology should be included in the Travel Plan and Construction Management Plan.
- Pre-commencement Travel Plan to be provided and agreed prior to commencement on site which should include:
 - Mode share targets and relevant timescales when these will be achieved
 - Action plan and review mechanisms
 - Proposed schedule of surveys commencing October 2014 and continuing annually thereafter.
 - Surveying of moderators to and from the site
- The revised Travel Plan to be submitted for approval 6 months prior to occupation of the Triangle site.

Via Planning Condition

The Construction Management Plan should be submitted and agreed prior to commencement of development and should include, inter alia, travel plan measures for construction workers.

Via Travel Plan (secured by s106 Agreement)

- Provision of mode share Travel Plan targets including 0% of employees parking within Accordia and roads East of Hills Road;
- Provision of the list of potential additional measures that could be implemented or called upon in the event that mode share targets are not met;

Transport Impacts - Conclusion

8.179 As evidenced above the transport impacts of the development have been subject to rigorous assessment by officers. This is very accessible site but also one which is located in a constrained location where the opportunity to provide improvements to the highway network is limited.

8.180 Officers are confident that the additional traffic generated by all modes of transport to the site will not result in highway safety concerns. The limited amount of car parking that is available on site itself limits the amount of vehicular traffic that will be generated. I can understand the concern of local residents about the potential for overspill parking particularly given their current experience in what is rapidly changing part of the city. However it would not be reasonable to expect the development to address existing problems and such an approach would not be CIL compliant.

8.181 The transport impacts of the development have been considered in a holistic way and cumulative impacts have been addressed. The applicants methodology has been scrutinised and where this has not been accepted changes have been made, for instance resulting in a much higher SCATP contribution than first offered.

8.182 In my view the mitigation measures that have been agreed go as far as possible to control the adverse impacts of the development and will encourage the occupiers to use non-car modes of travel.

8.183 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/1 and 8/2.

Car and Cycle Parking

- 8.184 The application is in Outline form with all matters reserved however the description does set a maximum and minimum level for both car and cycle spaces.
- 8.185 Between 170 and 208 car parking space are proposed. If the Local Plan parking standards (within CPZ) are applied in full up to 418 car parking spaces would be permitted. I have explained in detail above why the applicants consider that it is possible to operate with a significantly lower level of parking than is permitted by the Local Plan (45%). Planning policy supports modal shift away from the private car and the availability of car parking at a destination is recognised as an important part of this. In my view if the arguments set out above are accepted then this level of car parking is appropriate to serve the development.
- 8.186 Between 1060 and 1590 cycle parking spaces are proposed. If the Local Plan parking standards are applied in full up to 1392 cycle parking spaces would be required. The range of cycle parking space that are proposed includes this quantum and in my view can be satisfactorily controlled at the reserved matters stage at which point the final floorspace will be known.
- 8.187 The Local Plan does not include any standards for motorcycle spaces. Up to 26 spaces are proposed. The updated information for mode of travel for staff living in Cambridge identifies 0.5% using a motorcycle. If this is extrapolated across a workforce of 3000 it would generate a need for 15 motorcycle spaces. The proposed provision is more than adequate in my view.
- 8.188 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

Refuse arrangements

- 8.189 The application is in Outline form and detailed arrangements for waste storage and collection are unknown. The Environmental Health Officer has recommended conditions to secure details of waste vehicle circulation and road construction. I have included this condition in my recommendation (conditions 11 and 12).

8.190 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12 in relation to refuse arrangements.

Residential Amenity

8.191 The likely impacts on the amenities enjoyed by existing residents fall into three types as follows:

1. Impacts arising from the proximity to the Kaleidoscope development to the north of the site
2. Construction phase impact affecting the wider area
3. Operational phase impacts affecting the wider area

Impacts arising from the proximity to the Kaleidoscope development to the north of the site

8.192 The closest residential properties to the site are within the Kaleidoscope development which is to the north of the site. Two blocks are located close to the site boundary. Block F incorporates a wing which runs parallel and approximately 2 metres from the site boundary and Block G3 runs at right angles to the boundary and parallel to the railway line presenting a gable end to within 4 metres from the site boundary.

8.193 There are flats and student accommodation units to the east but these are separated from the site by the railway line, the CGB line and the CGB footpath/cycleway. Although the new buildings will be visible from the east I do not consider that they will be overbearing or enclosing. The separation distances are such that overlooking/loss of privacy, overshadowing and loss of light will not be significant.

Overbearing and Enclosing Impacts – Blocks F and G3 Kaleidoscope

8.194 The space between the boundary of the site and Block F of the Kaleidoscope development is occupied by a full height gantry which provides access into the flats at first, second and third floor level. The approved plans show these flats as open plan accommodation with windows facing south and north into an enclosed courtyard. At present the ground floor access areas

and gantry balconies face towards the existing car park. The existing CUP warehouse building is 48 metres from Block F.

8.195 The proposed development will be much closer to Block F with a minimum distance of 13m from the boundary in the central part and 16.5m to the north east. However, the proposed podium areas will have a fundamental impact on the scale and mass of this part of the building. Above first floor level there will be substantial open areas with two of the three wings of the North Block facing Block F. These wings are going to be in the order of 20m wide and the north east wing will be aligned predominately beyond the east end of Block F. At ground level it is proposed to provide landscaping along the northern boundary.

8.196 The balcony areas on the gantry to Block F1 do not appear to me to be being used as external amenity space and they have been designed principally as access areas. The gantry itself screens views from the doors and windows towards the site and the views from the ground floor flats will be softened by landscaping.

8.197 The gable end of Block G3 of the Kaleidoscope development contains windows which face the site but the approved plans show these as secondary windows with primary views being to the east and west.

8.198 In my view, although the new development will be more dominant in views from the north, given the particular site context and the way in which it is designed I do not consider that it will have a harmful overbearing or enclosing impact.

Overlooking/loss of privacy – Blocks F and G3 Kaleidoscope

8.199 The Outline form of the application means that detailed arrangement of windows and design of the podium spaces is not known at this time. However the existing gantry on Block F effectively controls direct overlooking into private spaces within the flats. As I have described above, the balconies are not currently used as outdoor amenity space therefore overlooking of them is not likely to be particularly harmful. In any case Cambridge Assessment requires a secure site by virtue of the type of works that is being carried out in the building and for this reason the potential for interlooking will be controlled by design.

*Overshadowing and loss of light – Blocks F and G3
Kaleidoscope*

8.200A Daylight and Sunlight Assessment was submitted in support of the application. The findings of this report were that 4 windows in Block F and Block G3 would be adversely affected by the development. In light of concerns raised by the UDC team further work has been carried out and this has resulted in the north east wing of the North Block being reduced in length so that it will be no closer than 16.5m from the boundary. The affected windows now achieve the BRE criteria for daylight.

Construction phase impact affecting the wider area

8.201 The scale of the development is significant and the construction phase impacts could have an adverse impact on residential amenity albeit for a limited time. I have dealt with concerns about construction traffic above. The Demolition and Construction Environmental Management Plan is a key component in mitigating construction phase impacts and I have recommended a condition (condition 4) to secure the approval and compliance with this Plan. The DCEMP controls not only contractors parking but also matters such as working hours, storage of materials and arrangements for liaison with residents which will be critical given the proximity of existing residents.

Operational phase impacts affecting the wider area

8.202 The proposed development is of a significant scale and will attract large numbers of people to the site both as members of staff and visitors. I have addressed the concerns that have been raised regarding potential for displaced parking and the need for transport mitigation measures above.

8.203 The site will generate a degree of additional noise and disturbance over the existing situation particularly when moderators attend meetings at the weekend. However the buildings and the spaces around them are adequate to accommodate these uses without detriment to residential amenity in my view.

8.204 The EHO has also recommended planning conditions in relation to noise insulation, emergency generator use, plant noise,

odour filtration/extraction and lighting which I have recommended (conditions 5 to 9)

8.205 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7 and 4/13.

Third Party Representations

8.206 I have addressed comments made by third parties in the following sections of my report:

<i>Principle of development</i>	Principle of development
<i>Traffic impact</i>	Transport Impacts/Highway safety
<i>Impact on Cyclists/Motorcyclists</i>	Transport Impacts/Highway safety
<i>Impact on Parking – demolition/construction stage</i>	Transport Impacts/Highway safety
<i>Impact on Parking – post occupation stage</i>	Transport Impacts/Highway safety
<i>Mitigation of transport impacts</i>	Transport Impacts/Highway safety
<i>Cycle Parking</i>	Car and cycle parking
<i>Scale and Massing</i>	Context of site, design and external spaces
<i>Construction impacts</i>	Transport Impacts/Highway safety Residential amenity

Planning Obligation Strategy

Planning Obligations

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

(a) necessary to make the development acceptable in planning terms;

- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

In bringing forward my recommendations in relation to the Planning Obligation for this development I have considered these requirements. The Planning Obligation Strategy (2010) provides a framework for expenditure of financial contributions collected through planning obligations. The Public Art Supplementary Planning Document 2010 addresses requirements in relation to public art. The applicants have indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Strategy and relevant Supplementary Planning Documents. The proposed development triggers the requirement for the following community infrastructure:

Public Art

8.208 Officers have considered the proposals for public art against the tests set out in the CIL regulations and reached the view that the planning obligation meets the tests for the following reasons:

- (a) necessary to make the development acceptable in planning terms

8.209 Public art provides social, economic, environmental and cultural mitigation and in the Cambridge Local Plan is deemed a factor in creating successful places, supported by the Public Art Supplementary Planning Document.

8.210 The proposed new development aims to double the amount of people accommodated on the site as exists today and hence, the scale and massing of the building is much larger and is located within a residential area. The Outline application sets the parameters of the building, which includes a highly visible 39m high tower to act as a sentinel to the entry to the more urban area of the city. The inclusion of public art mitigates this change of scale within the residential area by adding to the quality of the design and visually improving the building, in particular, one of aims of a commissions is, "In collaboration with the architect, the artist will contribute to the design of the

Tower creating an exciting and important new focus to the development and the surrounding area as well as announcing arrival into the city by train and the guided bus route". This has been identified as an element, which can be improved via public art by the applicant and the Council to provide mitigation for the scale and improve the design, so that it succeeds in becoming a marker for entry to central Cambridge.

8.211 The site is situated on a major gateway to Cambridge via rail and now also has a direct relationship with the Guided Busway, which also provides cyclists and pedestrians with a route through to the railway station. The applicants themselves, state that, "The view into the site is an important aspect as it is one of the first significant buildings to be seen as visitors arrive into Cambridge Station". Public art will visually improve this major gateway and provide identity upon arrival in Cambridge, for the site and for the local residential community. It will also aid in legibility and wayfinding on an important cycling/pedestrian route. A commission is proposed to improve this gateway.

8.212 The expansion of Cambridge Assessment and consolidation of all its buildings to one site brings with it issues of increased traffic, whether vehicular (employees, visitors and servicing requirements), cycling or pedestrian and all within a residential area. This will have a significant impact on the immediate local community. The inclusion of public art will visually improve the development site to mitigate the extra pressure of access brought about by the enlargement of the site. The public engagement programme will provide local residents the opportunity to become involved with elements of the development, gain an understanding of the site and integrate the new community with the existing community, which is a key aim of the inclusion of public art; building bridges and creating cultural wellbeing.

8.213 The site itself has a great history and the inclusion of public art enables this history not to be lost and be celebrated within the new development, which is very important. This aids to providing identity both citywide and locally; orientation, giving information about the place and its meaning; making connections that link the various meanings of the place and its relationship to its context and animating the place and building on its uses and activities.

8.214 All of the above satisfies Local Plan policy 3/7 Creating Successful Places - Development will be permitted which demonstrates that it is designed to provide attractive, high quality, accessible, stimulating, socially inclusive and safe living and working environments and demonstrates that the provision of public art contributes to the achievement of planning policy objectives generally.

8.215 The Design and Access Statement and the Public Art Strategy demonstrate that public art is required to make the development acceptable in planning terms by way of identifying the sensitive nature of the site and where in particular visual improvements are required. The Public Art Strategy states, "It is intended that the Public Art Programme will:

- Enrich the public realm surrounding the development
- Contribute to the visual and cultural identity of the site
- Assist in legibility and way-finding
- Contribute to the understanding of the site in the wider city context
- Contribute to the 'City Gateway' for visitors by train"

(b) directly related to the development

8.216 The public art provision is to be made on site which demonstrates a clear relationship with the development.

(c) fairly and reasonably related in scale and kind to the development

8.217 A reduced public art budget is being negotiated and, which is less than the 1% that is normally achieved. Negotiations are taking place into consideration of the scale of the development and understanding of the costs of public art in relation to the practical costs of developing and delivering it to provide mitigation. The offer from the applicants equates to 0.5% of construction costs. As part of the s106 negotiations officers will seek to increase the budget and I have requested delegated authority to conclude these negotiations.

8.218 Subject to the completion of a S106 planning obligation to secure the requirements of the Planning Obligation Strategy (2010), I am satisfied that the proposal accords with Cambridge

Local Plan (2006) policy 3/7, the Planning Obligation Strategy 2010 and the Public Art SPD.

Transport

8.219 Following complex negotiations between the developer and officers the following transport mitigation measures are proposed:

1. SCATP Contribution £1,441,959.70
2. The upgrade of two bus stops on Brooklands Avenue to include raised curbs, shelters and Real Time Information, subject to detailed design and approvals;
3. Subject to detailed design and other approvals, provision of improvement to Brooklands Avenue;
4. Accordia Parking Scheme - Contribution to cover costs associated with consultation, scheme design, and implementation of a managed parking scheme should the surveys demonstrate a problem and there is support among local residents. (approx. £50k)
5. Hills Road East Parking Scheme - Contribution to cover costs associated with consultation, scheme design, and implementation of a managed parking scheme should the surveys demonstrate a problem and there is support among local residents (approx. £20k)
6. Parking surveys to be undertaken during the construction period and post-occupation using a methodology to be included in the Travel Plan and Construction Management Plan.
7. Construction Management Plan should be submitted and agreed prior to commencement of development and should include, inter alia, travel plan measures for construction workers.
8. A pre-commencement Travel Plan to be provided and agreed prior to commencement on site which should include:
 - Mode share targets and relevant timescales when these will be achieved

- Action plan and review mechanisms
- Proposed schedule of surveys commencing October 2014 and continuing annually thereafter.
- Surveying of moderators to and from the site

9. A revised Travel Plan to be submitted for approval 6 months prior to occupation of the Triangle site.

10. Provision of mode share Travel Plan targets including 0% of employees parking within Accordia and roads East of Hills Road;

11. Provision of the list of potential additional measures that could be implemented or called upon in the event that mode share targets are not met;

8.220 It is agreed that the costs of the following mitigation measure be deducted from the SCATP contribution:

- o Hills Road Bridge/CGB steps (£50,000 contribution to be allocated to the Hills Road/ CGB pedestrian link; should this not be spent in 10 years this can be allocated towards the wider SCATP schemes);
- o Brooklands Avenue footway/cycleway improvement between Aberdeen Avenue and Hills Road (to be provided by applicant)
- o Pedestrian/cycle crossing on Brooklands Avenue between Aberdeen Avenue and Clarendon Road (to be provided by applicant)

8.221 In my view these provisions pass the CIL tests for the following reasons:

(a) necessary to make the development acceptable in planning terms

The development will attract large numbers of people to the site which is in a highly accessible yet constrained location. The mitigation measures that are secured via the s106 Agreement are necessary to encourage the use of non-car modes of transport to facilitate the development in this location. The development would not be acceptable otherwise.

(b) directly related to the development

The mitigation measures will directly benefit the users of the office building. Where there are wider benefits these have been deducted from the strategic level funding in the form of the SCATP contribution.

(c) fairly and reasonably related in scale and kind to the development.

The SCATP contribution is based on the traffic generation by the proposed use and includes off-setting to reflect the existing use. The SCATP contribution is necessary to fund strategic level projects within the Southern Corridor of which the site is part.

8.222 Subject to the completion of a S106 planning obligation to secure this infrastructure provision, I am satisfied that the proposal accords with Cambridge Local Plan (2006) policies 8/3 and 10/1 and the Planning Obligation Strategy 2010.

Additional s106 Obligation

8.223 In addition to the requirements of the Planning Obligation Strategy the development accords with Policy 7/2 of the Local Plan because the offices are proposed to be occupied by Cambridge Assessment which is an established business in the City. However a restriction on occupation to a 'local user' will need to be secured via a planning obligation to ensure that if Cambridge Assessment decide not to occupy the building or occupation changes in the future the development remains compliant with this policy.

Monitoring

8.224 The Planning Obligation Strategy (2010) requires that all new developments contribute to the costs of monitoring the implementation of planning obligations. It was agreed at Development Plans Scrutiny Sub-Committee on 25 March 2014 that from 1 April 2014 monitoring fees for all financial and non-financial planning obligations will be 5% of the total value of those financial contributions (up to a maximum of £50,000) with the exception of large scale developments when monitoring

costs will be agreed by negotiation. The County Council also requires a monitoring charge to be paid for County obligations in accordance with current County policy

8.225 For this application a monitoring fee of 5% of the agreed Public Art budget is required to cover monitoring of City Council obligations plus the County Council monitoring fee.

Planning Obligations Conclusion

8.226 It is my view that the planning obligation is necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the Planning Obligation passes the tests set by the Community Infrastructure Levy Regulations 2010.

9.0 CONCLUSION

9.1 This is a very large scale development and has attracted a high volume of comment from local residents particularly in relation to transport impact. The impacts of the development have been robustly scrutinised by officers and where necessary assumptions and methodologies have been challenged. In my view the parameter plans provide an appropriate degree of control over detailed plans and the mitigation measures that have been secured will ensure that future users of the site are well catered for and existing residents not unduly prejudiced.

9.2 This site is a good location for Cambridge Assessment and in my view the application should be supported.

10.0 RECOMMENDATION

1 APPROVE subject to completion of the s106 Agreement and the following conditions:

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

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

2. Details of the access, appearance, landscaping, layout and scale, (hereinafter called the 'reserved matters') shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out as approved.

Reason: To ensure that all necessary details are acceptable (Cambridge Local Plan 2006 policies 3/4, 3/12 and 8/2)

3. Prior to the commencement of any development, full details of the design and construction methodology, particularly concerning foundations, structures, services, and landscaping of the development abutting the Cambridge Guided Bus (CGB) route shall be submitted to and approved by the local planning authority including proposals for work space and any operational impact on CGB during construction including precautions to prevent items falling on the CGB. The development shall be implemented in accordance with the approved details.

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).

4. Prior to the commencement of development, a site wide Demolition and Construction Environmental Management Plan (DCEMP) shall be submitted to and approved in writing by the local planning authority. The DCEMP shall include the consideration of the following aspects of demolition and construction:
 - a) Demolition, 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/Demolition hours which shall be carried out between 0800 hours to 1800 hours, Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation. Prior notice and agreement procedures for works outside agreed limits and hours.

- d) Delivery times for construction/demolition purposes shall be carried out between 0730 to 1800 hours Monday to Friday, 0800 to 1300 hours on Saturdays and at no time on Sundays, bank or public holidays, unless otherwise agreed in writing by the local planning authority in advance.
- e) Noise method, monitoring and recording statements in accordance with the provisions of BS 5228-1: 2009.
- f) Maximum noise mitigation levels for construction equipment, plant and vehicles.
- g) Vibration method, monitoring and recording statements in accordance with the provisions of BS 5228-2: 2009.
- h) Maximum vibration levels.
- i) Dust management and wheel washing measures in accordance with the provisions of London Best Practice Guidance: The control of dust and emissions from construction and demolition.
- j) Use of concrete crushers.
- k) Prohibition of the burning of waste on site during demolition/construction.
- l) Site lighting.
- m) Screening and hoarding details.
- o) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
- p) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
- q) External safety and information signing and notices.
- r) Consideration of sensitive receptors.
- s) Prior notice and agreement procedures for works outside agreed limits.
- t) Complaints procedures, including complaints response procedures.
- u) Membership of the Considerate Contractors Scheme.

The DCEMP shall include a Travel Plan for all staff involved in construction activities which shall include details of the means by which staff will access the site, where staff vehicles will be parked and what provision is made for bussing staff into the site.

The development shall then be undertaken in accordance with the agreed plan

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).

5. Prior to the commencement of development/construction, a noise insulation scheme detailing the acoustic noise insulation performance specification of the external building envelope (having regard to the building fabric, glazing and ventilation) shall be submitted to and approved in writing by the local planning authority. The scheme shall achieve the internal noise levels recommended with the Sharps Redmore Acoustic Planning Report dated 25th March 2014 (1313783). The approved scheme shall be fully implemented and a completion report submitted prior to the occupation of the noise sensitive development. The approved scheme shall remain unaltered in accordance with the approved details.

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

6. Before the development/use hereby permitted is commenced, a scheme for the insulation of the building(s) and/or plant in order to minimise the level of noise emanating from the said building(s) and/or plant shall be submitted to and approved in writing by the local planning authority and the scheme as approved shall be fully implemented before the use hereby permitted is commenced.

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

7. Before the development/use hereby permitted is occupied, a scheme for the insulation of the building(s) and/or plant in order to minimise the level of noise emanating from the said building(s) and/or plant shall be submitted to and approved in writing by the local planning authority and the scheme as approved shall be fully implemented before the use hereby permitted is commenced.

The scheme shall include the following:

- (i) Generator - Emergency Use Only

The generator shall only be used in the event of mains power failure or in accordance with (ii) below. It shall not be used as an alternative supply in the event of disconnection from the mains supply following for example non-payment.

(ii) Generator - Hours of Running for Maintenance

Running of the generator as part of routine maintenance and repair shall only take place for the length of time specified by the manufacturer between the hours of 8am 6pm Monday to Friday, 9am 1pm Saturday and no time Sunday or Public Holidays.

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

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

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

9. Details of any proposed floodlighting or external lighting shall be submitted to and approved in writing by the local planning authority before the use hereby permitted commences. Development shall be carried out in accordance with the approved details.

Reason: In the interests of amenity. (Cambridge Local Plan 2006 policies 3/11 and 4/15)

10. 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 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).

11. Prior to the commencement of development, full details of the on-site storage facilities for commercial waste, including waste for recycling shall be submitted to and approved in writing by the local planning authority. Such details shall identify the specific positions of where wheeled bins, or any other means of storage will be stationed and the specific arrangements to enable collection from within 10m of the kerbside of the adopted highway/ refuse collection vehicle access point and the arrangements for the disposal of waste shall be provided and shall include provision for a minimum of 50% recycling/organic capacity. The approved facilities shall be provided prior to the commencement of the use hereby permitted and shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

Reason: In order to ensure that satisfactory provision is made for waste storage and collection (Cambridge Local Plan policy 3/12)

12. No development shall commence until further details of the circulation route for refuse collection vehicles have been submitted to the local planning authority and approved in writing. The required details shall include a full construction specification for the route, and a plan defining the extent of the area to which that specification will be applied. No dwelling forming part of the development shall be occupied until the refuse vehicle circulation route has been laid out and constructed in accordance with the details thus approved, and thereafter the route shall be maintained in accordance with those details.

Reason: In order to ensure that satisfactory provision is made for waste storage and collection (Cambridge Local Plan policy 3/12)

13. No development shall take place within the site until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local 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)

14. Prior to the commencement of development, with the exception of demolition and below ground works, full details of the proposed cycle ramp serving the north east access to 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 plans and the ramp shall be available for use prior to occupation of the building hereby approved.

Reason: To ensure satisfactory provision for cycle access via the CGB route (Cambridge Local Plan policy 8/4)

15. Prior to the commencement of development full details of the proposed provision for fire hydrants shall be submitted to and approved by the local planning authority in writing. The development shall be carried out in accordance with the approved details.

Reason: To ensure satisfactory provision of fire hydrants (Cambridge Local Plan policy 3/7)

16. Development shall not begin until a scheme for surface water disposal has been submitted to and approved in writing by the Local Planning Authority. Infiltration systems shall only be used where it can be demonstrated that they will not pose a risk to groundwater quality. The development shall be carried out in accordance with the approval details.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses (Cambridge Local Plan 2006 policies 4/13 and 8/18 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

17. Piling or any other foundation designs and investigation boreholes using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses (Cambridge Local Plan 2006 policies 4/13 and 8/18 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

18. Development shall not begin until a scheme for foul water disposal has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approval details.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses (Cambridge Local Plan 2006 policies 4/13 and 8/18 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

19. The proposed development will only meet the requirements of the National Planning Policy Framework if the following measure(s) as detailed in the Flood Risk Assessment, Drainage Philosophy and Plan ref 32590/YE/502 - General Arrangement: Proposed foul and surface water drainage, submitted with this application are implemented and secured by way of a planning condition on any planning permission.

Reason: To provide satisfactory methods of drainage and levels of floodrisk, and to protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses (Cambridge Local Plan 2006 policies 4/13 and 8/18 and Supplementary Planning Document 'Sustainable Design & Construction' 2007)

20. The development permitted by this planning permission shall be carried out in accordance with the approved Drainage Philosophy date 26 March 2014, Ref 61032590 rev C, produced by Rambol and the following mitigation measures detailed within the FRA: 1. Limiting the surface water run-off generated by all events up to the 1 in 100 (plus suitable allowance for climate change) so that it will not exceed 102l/s and not increase the risk of flooding off-site. 2. Utilisation of a SUDS management train to attenuate, convey and discharge the surface water at the restricted rate. The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reasons: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site. uses (Cambridge Local Plan 2006 policies 4/13 and 8/18 and Supplementary Planning Document 'Sustainable Design & Construction' 2007)

21. No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 critical storm will not exceed 102 l/s following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include: details of how the scheme shall be maintained and managed after completion and demonstration that the drainage philosophy documents recommendations are followed.

Reason: To prevent the increased risk of flooding, both on and off site. (Cambridge Local Plan 2006 policies 4/13 and 8/18 and Supplementary Planning Document 'Sustainable Design & Construction' 2007)

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

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses (Cambridge Local Plan 2006 policies 4/13 and 8/18 and Supplementary Planning Document 'Sustainable Design & Construction' 2007)

23. The development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice.

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

INFORMATIVE: This planning permission should be read in conjunction with the associated deed of planning obligation prepared under s.106 of the Town and Country Planning Act 1990 (as amended). The applicant is reminded that under the terms of the s106 Agreement you are required to notify the City Council of the date of commencement of development.

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

INFORMATIVE: The applicant is advised that where a proposal involves works on an existing wall shared with another property, building on the boundary with a neighbouring property or excavating near a neighbouring building, the provisions of the Party Wall Act 1996 shall apply. The granting of planning permission does not override any obligation arising from this or other legislation.

INFORMATIVE: Any development adjacent to CGB shall be conducted in accordance with the CGB's document entitled 'Guidance for Developers' and Operation Policy (http://www.cambridgeshire.gov.uk/info/20017/buses/95/guided_busway/3) and construction methodology statement and risk assessments.

INFORMATIVE: To satisfy standard Noise Insulation condition, the rating level (in accordance with BS4142:1997) from all plant, equipment and vents etc (collectively) associated with this application should be less than or equal to the existing background level (L90) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

Tonal/impulsive noise frequencies should be eliminated or at least considered in any assessment and should carry an additional 5 dB(A) correction. This is to guard against any creeping background noise in the area and prevent unreasonable noise disturbance to other premises. This requirement applies 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).

It is recommended that the agent/applicant submits a noise prediction survey/report in accordance with the principles of BS4142: 1997 Method for rating industrial noise affecting mixed residential and industrial areas or similar, concerning the effects on amenity rather than likelihood for complaints. Noise levels shall be predicted at the boundary having regard to neighbouring premises.

Such a survey / report should include: a large scale plan of the site in relation to neighbouring premises; noise sources and measurement / prediction points marked on plan; a list of noise sources; details of proposed noise sources / type of plant such as: number, location, sound power levels, noise frequency spectrums, noise directionality of plant, noise levels from duct intake or discharge points; details of noise mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full noise calculation procedures; noise levels at a representative sample of noise sensitive locations and hours of operation.

Any report shall include raw measurement data so that conclusions may be thoroughly evaluated and calculations checked.

INFORMATIVE: To satisfy the emergency generator condition the noise level from the emergency generator associated with this application should not raise the existing background level (L90) by more than 5 dB(A) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

INFORMATIVE: To satisfy standard condition C60 (Odour/Fume Filtration/Extraction), details should be provided in accordance with Annex B and C of the, Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems, prepared by Netcen on behalf of Department for Environment, Food and Rural Affairs (DEFRA) dated January 2005 available at: <http://webarchive.nationalarchives.gov.uk/20130123162956/http://www.defra.gov.uk/environment/quality/noise/research/kitchenehaust/documents/kitchenreport.pdf>

2 DELEGATED AUTHORITY to officers to complete negotiations on the final budget for Public Art (not less than 0.5% of construction costs)

3 Unless prior agreement has been obtained from the Head of Planning, in consultation with the Chair and Spokesperson of this Committee to extend the period for completion of the Planning Obligation required in connection with this development, if the Obligation has not been completed by 30 November 2014, or if Committee determine that the application be refused against officer recommendation of approval, it is recommended that the application be refused for the following reason(s):

The proposed development does not make appropriate provision for transport mitigation measures, public art and monitoring in accordance with Cambridge Local Plan 2006 policies 3/7, 8/3 and 10/1, the Public Art Supplementary Planning Document 2010 and the Southern Corridor Area Transport Plan 2002

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