

Application Number	14/2093/REM	Agenda Item	
Date Received	24th December 2014	Officer	Mrs Sarah Dyer
Target Date	25th March 2015		
Ward	Trumpington		
Site	The Edinburgh Building Shaftesbury Road Cambridge Cambridgeshire CB2 8RU		
Proposal	Demolition of Edinburgh Building, warehouse and associated building and erection of office development of up to 41,750sq. m gross external area with development generally being 4 and 5 storeys (with limited areas of screened rooftop plant), single tower element with two further storeys of accommodation, between 189 and 209 car parking spaces, a minimum of 1325 cycle parking spaces, 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 C/o Agent		

<p>SUMMARY</p>	<p>The development accords with the Development Plan for the following reasons:</p> <p>The proposed building is of a design and appearance which are appropriate to its setting in a sustainable and accessible location.</p> <p>The Outline consent is a very significant material consideration and subject to the approval of the associated Minor Material Amendment the development accords with that consent in all regards.</p> <p>Mitigation measures that have been</p>
-----------------------	--

	secured via the Outline consent will ensure that all of the impacts of the development are dealt with.
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 This application relates to a submission of reserved matters following the grant of Outline Planning permission in November 2014. When outline planning permission was granted all matters were 'reserved' for determination a later stage. In this case the 'reserved matters' are access, appearance, landscaping, layout and scale. This submission relates to all of these matters.
- 2.2 Outline planning permission was granted subject to a number of planning conditions. The most pertinent condition to this submission is condition 2. This condition requires that all reserved matters must be approved before development can commence.
- 2.3 There are also a number of conditions on the outline planning permission that require the submission of further detailed information prior to the commencement of development. The discharge of these planning conditions is complicated by the fact that an application has been made for a minor material amendment (MMA) to the outline permission (14/0492/OUT) (application ref. 14/2090/s73). The minor material amendments that form the basis of the application relate to an increase of the footprint of the tower feature that is proposed in the southern wing of the development and an increase in the area of roof plant. If the MMA application is successful a new Outline Planning permission will be granted and it will be necessary to discharge the conditions against that permission if they have not already been discharged. A report is presented elsewhere on the Agenda for this application.

The discharge of planning conditions can be carried out under powers delegated to officers but I have made reference to them because the applicant has sought to discharge them at this stage. The relevant conditions relate to the following:

- Condition 11 – Waste
- Condition 12 - Circulation routes
- Condition 13 – Archaeology
- Condition 14 – Cycle ramp

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

1. Drawings
2. Planning Statement
3. Design Report
4. Landscape Report
5. Public Art Strategy

2.5 The application has been amended to respond to concerns raised by the case officer, the Public Art Officer, the Landscape officer, the Urban Design and Conservation team, the Cycling and Walking Officer, the Access officer, the Senior Sustainability Officer (Design and Construction) and the Design and Conservation Panel. The amendments are as follows:

Public Art

Updated Public Art Strategy submitted.

Response to Design and Conservation Panel comments/Alterations to the Building Design

At the time of writing this report the response and amended details have not been submitted. I will refer to them on the Amendment Sheet.

Alterations to Landscape Proposals

At the time of writing this report the response and amended details have not been submitted. I will refer to them on the Amendment Sheet.

Alterations to Car/Cycle Parking

Additional information regarding type and layout of cycle parking

Reduction in parking spaces at site entrance from 163 spaces to 157 spaces

Six cycle parking spaces to be provided in entrance courtyard

Renewable Energy

Additional information regarding the ground source heat pump and carbon calculations.

3.0 SITE HISTORY

3.1 The planning history of the site is as follows:

Reference	Description	Outcome
14/0492/OUT	Office development for Cambridge Assessment	A/C
14/2093/REM	Reserved matters for Demolition of Edinburgh Building, warehouse and associated building and erection of office development of up to 41,750sq. m gross external area with development generally being 4 and 5 storeys (with limited areas of screened rooftop plant), single tower element with two further storeys of accommodation, between 189 and 209 car parking spaces, a minimum of 1325 cycle parking spaces, 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	Pending

3.2 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
	Public Meeting/Exhibition:	No
	DC Forum:	No

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 Plan 2006	Local	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) Planning Obligation Strategy (March 2010) Public Art (January 2010)
	<u>City Wide Guidance</u> Arboricultural Strategy (2004) Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010) Strategic Flood Risk Assessment (2005) Cambridge and Milton Surface Water

	<p>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>Area Guidelines</p> <p>Cambridge City Council (2002)–Southern Corridor Area Transport Plan:</p> <p>Brooklands Avenue Conservation Area Appraisal (2013)</p>

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 (Engineering)

- 6.1 The site provides adequate space for a servicing vehicle turn so as to be able to enter and leave the site in forward gear. Please verify that the aisle widths within the car park are at least six metres wide. (Confirmed 6 metres wide).

Cambridgeshire County Council (Sustainable Communities)

- 6.2 No comments received.

Head of Environmental Services

- 6.3 No objection in principle.

Construction/demolition pollution – addressed by condition 4 of Outline consent

Noise – addressed by conditions 5, 6 and 7 of the Outline consent.

Odour – addressed by condition 8 of the Outline consent

Lighting – addressed by condition 9 of the Outline consent

Contaminated Land – addressed by condition 10 of the Outline consent

Air Quality – no objection but recommends provision of electric vehicle charging points

Waste Strategy – the proposals are reasonable and the submitted information is satisfactory to discharge conditions 11 and 12 of the Outline consent

Urban Design and Conservation Team

6.4 Summary

Subject to 14/2029/S73 being approved the scheme is parameter plan compliant and therefore supported in design terms.

The further study to understand the visual impact of the proposals reveals that the scheme will have minimal impact on the setting of the City from more distant views and at the more local level has the potential to enhance the approach to the City from the south through the proposed tower. In scale and massing terms the scheme is parameter plan compliant and at the more detailed level has the potential to create a high quality and well detailed scheme that responds to the surrounding context in an appropriate way.

The information provided on the elevations and accompanying details demonstrates the proposals have been well designed with clear attention to the proposed materials and detailing. Materials and details will need to be covered by condition should the application be approved.

Overall the scheme meets Policies 3/4, 3/7, 3/11 and 3/12 of the Cambridge Local Plan (2006) and is supported in design terms.

Parameter Plan compliance

Subject to the approval of the S73 the scheme is compliant in terms of approved parameter plans.

Layout and scale

As mentioned above, the proposals adhere to the scale and layout (as amended through 14/2090/S73) of the parameter plans.

Northern block

The northern block is organised to form three wings extending northwards from the lower courtyard facing block. These wings are orientated to enclose the first floor podium gardens located

between the wings. The overall height and massing of these wings was fixed through the Outline permission. The middle and eastern wings rise to ground+3 storeys and the Shaftsbury Road wing rises to ground+4 storeys. The courtyard facing block rises to ground+4 storeys. Given the proximity (approximately 16.5m) of the Kaleidoscope development to the north, the impact of the scale and massing was tested at the Outline application stage. The assessment demonstrated that whilst the scheme will alter the current situation for a number of units to the easternmost end of the residential block, the scale and massing would not result in an unacceptable impact when assessed against the BRE guidelines 'Site Planning for daylight and sunlight: a guide to good practice'.

Southern block

The southern block is designed with a rounded end to the southernmost tip working with the site shape to run parallel to the railway line and CGB/pedestrian/cycle route. The overall shape creates a 'C' to provide enclosure to the podium garden on three sides. The overall height is ground+4 storeys.

The alignment of the block has been canted in an easterly direction by 1.5 degrees to reduce the apparent length of the Shaftsbury Road elevation when approaching from the north heading into the site. This approach successfully mitigates any concerns about the impact of the length of this elevation when viewed from Shaftsbury Road.

Tower

The Outline Parameter plans created an opportunity for a 'tower' of up to 39.1m as part of a subsequent Reserved Matters application. Such a tower is proposed and located to the east side of the site and creates something of an 'arrival marker' on the way into Cambridge when approaching from the south. The tower will have a varied design throughout its height with each of the four facades articulated slightly differently and so providing variation from differing viewpoints. A spiral access stair will rise up through the tower and meeting rooms located at different floor levels will ensure it is functional for users. The bulk of the tower will be clad in hand set brick work with pre-cast concrete panels on certain sides higher up and an open viewing deck separating the top of the tower which will be

raised above the deck on slender piers and comprise a glass 'box' which will itself include an artist intervention using a subtle lighting display installed within this box. The light display will 'glow' subtly at night and provide a visual point of interest from surrounding areas.

An assessment of the impact of the tower is made under 'Visual impact/key views'.

Visual impact/key views

The Design & Access Statement Appendix C contains a series of Verified Views and CGI images to show how the Reserved Matters scheme sits into the Cambridge skyline from distant views and nearer views. The UDC team analysis and conclusion against each of the views is identified below:

Massing views:

i) Limekiln Road

Part of the massing of the proposals can be seen rising just above the established existing tree line. The 'tower' can be seen breaking clear of the tree line, as would be expected, and forms an addition to the skyline to the south of the emerging cluster of Belvedere and The Marque. Given the lightweight and glazed top to the tower and its modest footprint, the impact is considered acceptable.

ii) Wort's Causeway

From Wort's Causeway, the proposals can again be seen emerging just beyond the treeline. The tower does not break the distant horizon and as with Limekiln Hill, forms a relatively small intervention on the established skyline. As such it is considered acceptable from this viewpoint.

iii) Magog Down

The view from Magog Down shows that the proposals will create minor change to the established view in terms of the main massing of the proposals. The tower does not break the horizon and is less noticeable than in other assessed views.

Detailed views:

iv) Long Road Bridge

The massing of the southern end of the proposals is visible rising just above the trees. The tower is more prominent in this view but is fulfilling its intended function as a marker on this approach into the City. The view is limited by the established tree belts to the east and west and by the change in ground level to bridge the railway. The impact of the proposals is judged to be acceptable.

v) Hills Road Bridge

The proposals coalesce with the general increase in the scale and massing of buildings on Kaleidoscope and across the railway on Belvedere and The Levels. The tower helps to mark the CA site against the prevailing built form. The impact of the proposals from this vantage point is acceptable.

vi) Shaftsbury Road

The detailed view from the gates at the entrance to this section of Shaftsbury Road reveals that the proposals will have a positive impact on this view. The very top of the tower is just visible. The overall impact of the views is acceptable in design terms.

vii) Entrance courtyard

The proposals from this view show how the scheme extends the area of established landscape across into the proposed courtyard. The massing of the courtyard creates an appropriate level of enclosure and the tower creates a counterpoint against the more horizontal form of the link block.

viii) View from the Guided Busway

The view reveals that the proposals will be more broken due to the proposed tree planting along the eastern boundary. The tower forms a more discrete element emerging beyond the tree line. The impact of the proposals from this view is acceptable in design terms.

Night views:

ix) Long Road Bridge

As with the day time view, the southern end of the proposals is just visible above the tree line. The tower element will be apparent, particularly at the upper levels, as it is proposed to be lit. The level of lighting will be crucial in this regard and the D&A notes at section 3.12 (page 28) that the light work on the

top of the tower is intended to be illuminated to 5cd/m² (candelas per square metre), which is equivalent to a 'rural environmental zone' or 'low district brightness'. As such it will form a glowing 'lantern' and is not considered to be harmful in design terms.

x) *Hills Road Bridge*

As with the day view, the overall impact is considered acceptable. The top of the tower is more visually prominent given the intended lighting of this element. The overall impact of the lighting is considered to be acceptable in design terms.

Based on the verified views described above, the tower is most prominent from more localised views and somewhat prominent in more distant views (Limekiln Road and Wort's Causeway).

An assessment of the tower requires consideration against established policy in both the existing Local Plan (2006), specifically saved Policy 3/13, as well as new draft policy within the Local Plan (2014): Proposed Submission, specifically Policy 60 and Appendix F (more detailed guidance supporting Policy 60). The principle intent of both policies is to ensure that any new tall building will deliver a high quality addition to the city skyline and it will not detract from, or adversely impact upon, established character of the city including its heritage assets.

The UDC team view is that the tower creates a well-articulated and varied form. Each of the elevations responds to its particular context and is terminated by a glazed and lightweight top. It will create an interesting addition to the established skyline of the city.

In terms of its function, the tower helps to provide a reference point for the development both at a site and more distant level. It counters the horizontal form of the main north and south buildings and helps mark this 'gateway' into the city from the more suburban character to the south to the more urban centre characterised by buildings of greater scale around the Hills Road bridge, including residential development along both sides of the rail line and cB1 immediately beyond. The character of this part of the city is, in many ways, still emerging with schemes being developed or in the planning stages such as at Homerton College and within CB1 itself. While there are other 'tall' buildings in this location, notably The Marque and The

Belvedere, the tower for Cambridge Assessment will not compete with these buildings as it sits principally within the railway/guided bus corridor and (as can be seen in verified views) is separated from those buildings. For these reasons, our conclusion is that the tower will form a high quality addition to the city skyline and will not adversely impact on the established character of the city or its heritage assets.

Elevations and materials

Cambridge Assessment has a requirement for a large number of meeting rooms and these are located along the Shaftesbury Road frontage with easy access via the entrance court. The ground floor is raised by approximately 500mm (see drawing: EPA CAC 05 ELE 308 Rev P9) to enhance the privacy of these rooms whilst allowing surveillance of the street. Bay windows, set within the overall grid at the ground floor enhance and subtly differentiate the ground floor room from the more general office based functions above. The auditorium and restaurant are also on the ground floor and relate well with the garden court.

The proposals will use a limited overall palette of materials to create a unified approach to the elevations. Within this established palette, variations to the design of the north and south blocks in response to solar orientation and as part of the courtyard/entrance arrival space create a subtle and well-judged degree of difference and variation. The creation of a well-defined base is important to the elevations and accented by the use of 9 inch rusticated brickwork piers.

The elevation to Shaftesbury Road is characterised by a single façade treatment generated by the 9m structural grid that generates the frequency of solid to void on the main elevations. The visual impact of it is moderated by the 'Shaftesbury gable façade' that is introduced adjacent to the entrance courtyard and further broken down by the courtyard itself and the link building which is significantly set back from the road frontage. The 'gable' is organised on an 11.2m structural grid that allows for a variation from that on the rest of the building and is joined to the building with a glazed junction. The main facade is composed of brick, concrete piers and lintels and aluminium windows, coping and brise soleil.

The Shaftesbury gable façade is characterised by a contrasting window layout with deep reveals but maintains the use of brick, concrete and aluminium. The glazed junction addresses the change in height between the wings of the north building and its longitudinal element. The same façade treatment is used on the north elevation facing the Kaleidoscope development.

The proposed façade treatment for the courtyard elevations takes on a different form with an inner layer composed of render and an aluminium windows and an outer layer of off-white pre-cast concrete forming a brise soleil.

The tower

The tower has been designed to work with the overall language developed for the elevations and rises from a more solid brick base of brick and concrete. At its upper level the tower incorporates panels of brickwork/concrete which could be used as a 'canvas' for public art within the proposals. At seventh floor there is a viewing platform with a parapet. A gap, formed by the viewing platform, provides a clear break between the masonry elements of the tower and the more lightweight translucent or textured glass screen in the tower above. This element forms a plant area which is shrouded to provide a further 'cavass' for the artist who is developing the public art project.

Roof plant and screening

The roof plant areas are set back from the building edges and will be screened using 'terracotta baguettes' which will also be used to screen the car parking areas. The creation of a the plant screen will help to reduce the impact of plant from more distant views and creates an enclosure to prevent the proliferation of 'kit' across the roof that would be detrimental from more distant views.

A 1.3m high parapet is provided to external 'public' elevations (see Drawing: EPA CAC 05 DTL 010 Rev P4) and a stainless steel handrail is provided to the courtyard elevations.

Material Study for Reserved Matters Application

The applicant has submitted Design & Access Statement Appendix D: Material Study for Reserved Matters Application. This provides further details of the intended facades, podium facades, upper and ground floor window conditions, the link building glazing and information relating to the plant enclosure as well as a tower study. It provides a detailed analysis of the possible brick types and how the facades will be composed of the various materials. A mixed buff brick of the type used on the nearby Accordia development is likely to be used and is proposed to be handset with a lime mortar. This brick is supported in principle although the brick, along with other materials will be covered by condition should the application be approved.

Public Realm, Arrival Courtyard and Amenity spaces

The overall design of the development achieves good interrelations between buildings, routes and spaces. As described elsewhere, the site needs to be secure because of the nature of the activities undertaken by Cambridge Assessment. However the development still offers up a generous entrance courtyard space on Shaftesbury Road and presents an attractive built frontage to all sides, particularly alongside the railway boundary. The private spaces within the scheme experience a very high level of natural surveillance and the difference in level between the pavement and internal floors combined with landscaping provides a secure environment to the street frontage in a more subtle way.

Public Realm

The Entrance Court provides the main entrance into the proposals for visitors and accommodates a drop-off area, seating and more formal landscaping.

Each of the three proposed podium spaces is themed (mind, body and soul) to create a level of difference and distinctiveness. These podiums will be accessible to employees. Adjacent to the southern 'body' garden is a terraced area which wraps around the building to provide seating in association with the cafeteria.

The Garden Court is bounded by the link building and the North and South buildings and will be visible through the link building

from the Entrance Court. It is designed as a more formal space with a lawn and signature tree providing a focal point on the railway elevation. A formal hedge and topiary box trees form an edge to the space.

The north part of the Shaftesbury Road frontage will benefit from a formal line of large trees to continue the character to the north of the site while the south part will be more informal to respond to the character of the area to the south of the site. A more informal edge is also proposed in the car park and adjacent to the boundary with the Kaleidoscope development.

Response regarding Design & Conservation Panel comments

The scheme was presented to the Design & Conservation Panel on the 10th December 2014 where it received an 'amber' light. Concerns were raised relating to two key areas. The first being 'urban engagement' - that is the way in which the scheme responds to its context as part of a 'new city block' and contribution of a new public realm. The second area related to the public address of the building and in particular, the response of the Shaftesbury Road elevation.

A second meeting on the 23rd January 2015 was organised to allow panel members to see the site and understand the context more thoroughly. Overall the Panel felt that the site visit was useful in understanding the scheme in its context. The landscape was seen as a significant element in helping to break up the mass and repetition of the elevations. The continuation of the tree lined avenue along Shaftesbury Road was welcomed.

In terms of the public interaction, Panel understood and accepted that the security of the site was a necessary and influential factor in the design of the scheme. However further consideration of how activity and life could be introduced to the ground floor level should be considered with the idea that a refreshments kiosk could be introduced to the proposals.

Following this meeting the scheme was given a 'green' light with the following conclusion:

The site visit, and the opportunity to be presented with additional detail on the scheme's architecture and

landscaping (with the supporting documentation and modelling) gave the Panel comfort that encouraging progress is being made to express the building's public presence and to its assimilation into the surrounding environment.

This is a highly disciplined, controlled building, and while there may be structural and commercial reasons for the inevitable repetition, there is scope to look again at both the northern, southern and courtyard elevations and levels of interactivity so as to add some relief and give the building a more welcoming, public face on Shaftesbury Road.

High quality detailing is expected in the execution of this scheme and the Panel sincerely hope that the current design team continue with the project to its completion.

VERDICT – GREEN (4), AMBER (3)

Following on from the presentation and discussion, the applicant is investigating how the elevations on the courtyard could be amended to respond to the suggestions made by Panel. In our considered view any changes required will be subtle in nature and will not require any fundamental changes to the scheme.

Recommended conditions

- Sample panel of facing materials
- Details of non- masonry walling systems
- Details of windows and doors

Response to further information

To be reported on Amendment Sheet.

**Cambridge City Council Senior Sustainability Officer
(Design and Construction)**

6.5 *Application as submitted*

General approach to sustainable design and construction

At the outline stage, a number of commitments related to sustainable design and construction were made, and the Planning Statement that accompanies this reserved matters application states that these are continuing to be pursued, which is supported. These commitments included:

1. The emphasis on the role of building form in promoting natural daylight and natural ventilation. The Design and Access Statement confirms that careful consideration has been given to areas of fenestration in order to maximise the balance between allowing excellent levels of natural light internally and minimising solar gain. External brise soleil are to be provided to minimise excessive solar gain on south and west elevations, an approach that is supported
2. The proposals to exceed the minimum building U values and air permeability performance targets set out in Part L 2013
3. The testing of the thermal performance of the buildings to the UKCIP 09 projections
4. The references in the Site Waste Management Plan to the potential to re-use on-site materials arising from the demolition of the existing buildings (e.g. bricks and concrete)
5. The approach to the water management strategy, which looks to attenuate, harvest and celebrate water. The strategy includes:
 - Rain gardens;
 - Porous paving in car park areas;
 - Underground crate storage systems (careful consideration will need to be given to the location of these crates in relation to the landscaping proposals and proximity to tree roofs)
 - Expression of the drainage through the detailing of channels and kerbs.

It is, however, noted that the Living Roofs that were included as part of the drainage strategy approved at the outline application appear to no longer be included in the scheme, which is disappointing given the multiple benefits that these offered including biodiversity enhancement, surface water attenuation and reduction of internal cooling loads. It is strongly recommended that the applicant reconsider their inclusion as the long term lifecycle costs of a green roof will be lower than a conventional flat roof system and given the roof top plant and presence of photovoltaic panels on the roofs, the roof structure should be more than capable of accommodating the loading from the living roofs.

As part of comments on the outline application there were areas where further consideration was encouraged to be given to other aspects of sustainable development, including water conservation measures to reduce potable water demand, the provision of electric vehicle charging points and a car club space. The applicant should confirm whether any of these measures are to be implemented.

Renewable Energy Strategy

In line with the requirements of Policy 8/16 of the Cambridge Local Plan 2006, major developments will need to meet a minimum of 10% of their energy requirements from the use of on-site renewable energy. The Energy Strategy that accompanied the outline application recommended the use of photovoltaic panels and also considered a range of other renewable technologies that could be utilised to meet and indeed exceed the 10% renewable requirement.

The Planning Statement that accompanies this reserved matters application confirms that the renewable energy approach now utilises both photovoltaic panels (which are shown on the roof plan) and a ground source heat pump. Initial analysis of the carbon saving associated with these technologies indicates that they have the potential to reduce carbon emissions by 26%, an approach which is fully supported. Given that the renewable energy strategy is now more progressed than it was at the outline application stage, and in order to verify that these technologies will exceed the Council's renewable energy policy requirement, it is considered

appropriate for final carbon calculations to be submitted to the Council.

This could be by way of a planning condition requiring carbon calculations to be submitted in line with Section 2.4 of the Council's Sustainable Design and Construction Supplementary Planning Document.

As a ground source heat pump is to be utilised, a drawing showing the location of the boreholes or horizontal loop system and how this relates to any landscaping and drainage strategy should be submitted to the Council. Again this could be by way of condition if it were not possible to submit this prior to determination.

Conclusion

The overall approach to sustainable design and construction and renewable energy provision is supported subject to further consideration of living roofs and recommended conditions.

Response to further information

The information demonstrates that the scheme will meet, and exceed, policy requirements in relation to renewable energy. Conditions are no longer required.

Head of Streets and Open Spaces (Landscape Team)

6.6 *Application as submitted*

Drainage

The water management strategy of the site will have a significant effect on the landscape, particularly underground tanks. More information is needed about how the drainage proposals will affect the landscape proposals.

The Landscape team are very supportive of the previous proposals for green or brown roofs.

Landscape Irrigation

An automatic system is recommended because the containers and podiums will always require a long term, rigorous regime of watering as they will dry out very quickly and will need a relatively quick response to avoid damage to plants.

Planting generally

It is recommended that the planting proposal in the woodland boundary planting bed is changed to one easily managed species such as Amelanchier or Viburnum and retain an edge treatment.

The swales and rain gardens will have long periods in a dry condition but the proposed planting favours damp conditions.

Podium landscapes

Drawings are needed to demonstrate that the construction of the podiums which will allow good growing conditions and a sound structure.

Response to further information

To be reported on Amendment Sheet.

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

6.7 Application as submitted

The large area of cycle parking at the front of the site is poorly thought out. The spacing does not provide enough aisle width between rows and the layout needs to be reconfigured to ensure that users can access all the parking provided.

The staff parking should be covered. Visitor cycle parking should be adjacent to the main entrance and does not need to be covered.

There appears to be no detail of the staff parking within the podium car parking. A scaled plan of the layout should be

provided with detail of the racks proposed and nearest accesses into the building.

Response to further information

To be reported on Amendment Sheet.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

6.8 *Application as submitted*

The application as it stands cannot be supported as the proposals are not in accordance with the approved surface water drainage philosophy. Condition 19 of the outline approval states 'The development permitted by this application shall be carried out in accordance with the approved Drainage Philosophy date 26 March 2014'

This has green roofs as a key SuDS feature and these do not appear on the reserved matters application.

In the absence of a surface water drainage scheme it is not possible to make an assessment that the proposals would be acceptable and compatible with the landscape proposals.

Response to further information

To be reported on Amendment Sheet.

Head of Streets and Open Spaces (Nature Conservation Officer)

6.9 No comments received.

English Heritage

6.10 The application should be determine in accordance with nation and local policy guidance and on the basis of City Council specialist advice.

Environment Agency

- 6.11 Comments on Outline application remain pertinent because detailed information has not yet been submitted.

Anglian Water

- 6.12 No comments received.

Cambridgeshire Constabulary (Architectural Liaison Officer)

- 6.13 No objections.

Cambridgeshire County Council (Archaeology)

- 6.14 Comments awaited regarding discharge of condition.

Cambridgeshire Fire and Rescue Service

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

Head of Streets and Open Spaces (Public Art)

- 6.16 The process of bringing forward public art on the site accords with the Public Art SPD. The Public Art Strategy has been presented to the Public Art Panel and the Panel are supportive of it subject to some modifications.

Access Officer

- 6.17 The statement says 6 + 1 large Blue Badge parking spaces, yet the plan shows 8 marked spaces. There should be a total of 10 Blue Badge marked spaces as close to entrances as possible

The Planning and Design statements do not adequately comment on the provision for disabled people.

There should be lift in tower (possibly is one on plan, but not stated)

Reception area, interview rooms and auditoriums need hearing loops.

Many details need to be designed for disabled usage, but such details are not shown on this application.

Response to further information

To be reported on Amendment Sheet.

Design and Conservation CB1 Sub-Panel (10 December 2014)

6.18 Urban Engagement

The Panel recognised the importance of this major new building, which will consolidate the various existing offices of Cambridge Assessment into a new global headquarters. For such a landmark development in the city, they questioned the apparent lack of commitment for the building to contribute meaningfully to the public realm. This operates both on the level of distant views as seen from the railway on entering Cambridge, and in terms of the experience of the building when approached down Shaftesbury Avenue. Compared with the bustling environment currently generated around their offices along Hills Road, this new facility seems to be entirely inward looking and provides for no public engagement in its spaces, gardens or facilities. Notwithstanding this is not a public building and is for staff and visitors of Cambridge Assessment only, the Panel feel strongly that this building should not appear as a stand-alone headquarters in a commercial park, but could be better integrated in its setting to create an appropriately urban typology.

Courtyard

The Panel questioned the spatial quality of the entrance courtyard positioned between the large-scale monolithic structures to the north and south. The absence of tables, chairs and cycle parking contribute to this absence of activity and animation at ground level. In this large urban structure, the Panel were disappointed that the courtyard would not be used to foster a sense of public arrival. This was seen as contributing to the scheme's general lack of openness and engagement with its environment, though all agreed that the computer generated images provided did not show it to the scheme's advantage.

Elevational treatment

The Panel identified themes of restraint and repetition with the building illustrated in quite unrealistic perspectives. The provision of better contextual illustrative material revealing the elevational treatment particularly from down Shaftesbury Road and also from the very public elevation to the railway line would have been helpful.

With a building of this scale there is clearly a degree of repetition – but particularly on the south block, the 17 similar bays seem relentless. It was felt that the banding used on the Shaftesbury Road elevation emphasises its length and made the west courtyard appear even more inward looking and unwelcoming. It was not clear how the elevations really respond to their orientation and what variation in the depth of shading is envisaged. Greater articulation of the vertical elements is encouraged.

The Tower

The Panel thinks that this is an important design element of the scheme and gives the opportunity to establish a landmark presence for the building, especially at night. The tower needs to be able to express itself, perhaps with less formal restraint to provide a much-needed element of delight. The Panel note that feedback is anticipated from a number of artists on their potential involvement in designing this element.

Landscaping

As so little information was provided on the landscaping, the Panel feels unable to make detailed comments. They are disappointed that such an important element of the development should have been presented in such generic terms.

Particularly when seen from the railway, the rhythm of the courtyard planting on the east elevation will need to provide seasonal interest and a strong presence that can be read from passing trains. Inspiration could be taken, for example, from the existing green wall of Virginia creeper on the Edinburgh Building, which has provided a seasonal landscape feature that

many people take note of and identify with. This planting needs to provide the dominant view of the building, rather than the parking provision below, as with the buildings on the other side of the tracks.

Materials

The Panel were pleased to see the buff brick samples that are being considered. Some concern was expressed that the concrete sills would weather differently, although this would depend on the quality of the detailing. The Panel would like to see the materials palette as it develops.

Shared areas

The dining area appears small for a building of this scale that is intended to house up to 3000 employees, especially if no further coffee bars or sandwich shops are included. The closed nature of the building and its facilities seems further accentuated by the privacy requirements of the ground floor plan.

Conclusion

With a new building of this scale, the architects are designing a development that inescapably defines major new urban blocks in the city. A strong statement is being made here with this highly visible new building for Cambridge. However, it is presented as a closed organisation, with rather minimal response to its surrounding environment. Further contextual work is needed on each elevation, as well as information on how the site itself would be navigated.

There is scope to create a building that responds more strongly with its context and that feels more welcoming to staff, visitors and the public. The architects are strongly encouraged to explore the options for greater engagement in the fabric of the city, to create a lasting public presence that everyone can be proud of.

VERDICT – AMBER (unanimous)

It is requested that this proposal is brought back to the Panel subject to the provision of further contextual analysis and stronger presentation material.

Design and Conservation CB1 Sub-Panel (23 January 2015)

6.19 This follows the earlier presentation to the Panel at the December 2014 meeting (unanimous AMBER verdict). A Reserved Matters application has now been submitted based on the December proposals (with additional roof plant and floor footprint of the tower submitted as minor material amendments). The purpose of the meeting was to allow the Panel to better understand the design in its context and comment on the facades and landscaping in greater detail. Presentation material included detailed documentation on the building and landscaping, three dimensional models –including large scale mock-ups of elevation types – and material samples.

The Panel's comments were as follows:

- Urban engagement. Concerns about the scheme's contribution to the public realm were allayed by the presentation of the landscaping scheme for the site and the elaboration provided on the design of the elevations. The substantial formal and informal landscaped and pavement strip adjoining the proposed building would provide a welcome continuation of the established tree-lined approach down Shaftesbury Road from the north of the site. Views from the train on entering and leaving Cambridge would be enhanced by sight of the landscaped southern themed podia and eastern courtyard gardens, the tower and edge planting, all combining to break-up the mass and repetition of the building.
- It is accepted that security is an influential factor in the design of the building and this has informed the Shaftesbury Road elevations and the formation of defensible spaces created by the landscaped frontages. Nevertheless, it was felt that further publically accessible elements were needed to be at ground floor level to add to a sense of a city street. For example, amenities such as a kiosk or coffee stand within the front courtyard could provide a sense of conviviality or 'common ground' and would help to relieve what is still viewed as a long and repetitive frontage.

Elevational treatment

- Brise soleil The Panel supported the use of projecting metal features to all elevations as a means of managing solar gain.

The design team are encouraged to ensure that the design palette for the brise soleil is subtly varied in its application in response to the orientation of the elevation to which the brise soleil are to be fitted. The Panel felt that subtle variation in the arrangement of the brise soleil would provide some relief to the repetitive, and perceived relentless nature of the southern block's elevations, such as through exploiting the changing orientation around the curved southern end of this block.

- Shaftesbury Road Elevation, northern block. The Panel expressed some disappointment that the designers were not tempted to modulate the Shaftesbury Road elevation using means other than a set-back between the main element and the 'gable' end to the return on the north side of the entrance courtyard. There is an opportunity to play with the elements of light and shadow here and to add subtle variation using a variegated brick.
- Entrance Courtyard - Link building. The design team were encouraged to consider a syncopated placement of the fins rather than the regular spacing proposed. The Panel supports the inclusion of the link building within the area of public art provision and would like to see the art brought to ground level, so as introduce some additional interest and colour to this space.
- Entrance Courtyard – north and south elevations. Panel were of the view that the entrance courtyard would benefit from a subtle change in elevational treatment in place of the continued repetition of the treatment used for the Shaftesbury Road elevation. Consideration might be given to repeating the treatment currently used for the 'gable' end to the Shaftesbury Road return on the block forming the north side of the entrance courtyard.
- Shaftesbury Road Elevation, southern block. The suggestion was made that careful detailing of the expansion joints between the elevations panels could provide some subtle delineation and contribute to a lessening in the degree of repetition resulting from the alignment of the 17 similar bays.

The Tower

Standing at 39 metres, the tower is a prominent and important design element of the scheme. It will act as a landmark and should establish a presence which is valued, including at night. It should be noted that distant views of the tower were not presented on this occasion.

The Panel were acquainted with the designs of the three artists invited to submit schemes from which one will be selected for incorporation into the architecture of the tower and the link building. The Panel would have preferred to have viewed a detailed rendering of the way in which the scheme to be selected would be incorporated into the tower. Whilst the marriage of the selected artwork with the tower's architecture is still in development there was an expectation that the required quality of delight, during the day as well as by night (by providing a low-level diffused glow from a lightweight lantern) is achievable.

Landscaping

Overall, the Panel welcomed the proposed landscaping scheme with its mixture of formal and informal avenue tree and under-planting, the sophisticated planting of the three themed podia gardens and the courtyards. Several possible detailed adjustments were mentioned which the design team may wish to consider. Firstly, the 'greening' of the exposed edge of the floor slabs on the edge of the landscaped podia on the railway elevation, perhaps through the use of cascading plants, should be incorporated in order to hide its prominent horizontal and hard appearance. Secondly, as box hedging is susceptible to blight, other plant types could be substituted to perform a similar function to the box. Also, in order to add to the site's biodiversity it was suggested that nest boxes for swifts could be incorporated to encourage such visitors.

Materials

Brick and mortar types. The use of a variegated brick type was preferred to a more uniform coloured rusticated brick. The Panel is very supportive of the choice to use lime mortar.

Conclusion

The site visit, and the opportunity to be presented with additional detail on the scheme's architecture and landscaping (with the supporting documentation and modelling) gave the Panel comfort that encouraging progress is being made to express the building's public presence and to its assimilation into the surrounding environment.

This is a highly disciplined, controlled building, and while there may be structural and commercial reasons for the inevitable repetition, there is scope to look again at both the northern, southern and courtyard elevations and levels of interactivity so as to add some relief and give the building a more welcoming, public face on Shaftesbury Road.

High quality detailing is expected in the execution of this scheme and the Panel sincerely hope that the current design team continue with the project to its completion.

VERDICT – GREEN (4), AMBER (3)

- 6.20 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 Representations have been received from occupiers of the following addresses:

36 Aberdeen Avenue
8 Aberdeen Square (neutral)
173 Glenalmond Avenue
223 Glenalmond Avenue (neutral)
343 Glenalmond Avenue (neutral)
41 Holbrook Road
Suite 124 23 King Street
21 The Steel Building, Kingfisher Way
3 Shaftesbury Road
Whitlocks, High Street, Trumpington

7.2 The following comments are made:

Traffic generation/car parking

General concern about increased traffic (5)

Additional congestion in the area (3)

Double yellow lines should be provided on Shaftesbury Road to ease congestion

There should be no car or motorcycle parking on site to give a clear message to staff to use other modes.

A new stop on the CGB should be provided (3)

There should be a firm commitment to provide foot/cycle access from Hills Road Bridge to the CGB, to widen the footpath on Brooklands Avenue by removing the wall next to English Heritage and improve lighting.

There should be lighting and a fence on the CGB to improve safety.

A residents parking scheme should be introduced at Accordia to stop contractors parking; this should be funded by the developer. (3)

Concern about condition of local roads (potholes) and whether they will be able to accommodate additional traffic.

Traffic modelling data should be in the public domain.

The Travel Plan is not viable because the site is poorly served by public transport, links are poor and there no effective mechanisms to deliver changes in travel habits.

Construction Phase

The use of Shaftesbury Road before 9.30 am and after 4.30 pm should be restricted for safety reasons

Contractors should be offered an off-site parking facility

Building Design

The design is generally positive (2)

The light box in the tower would waste energy, may be shiny and will be an eyesore.

Impact on residential amenity (Kaleidoscope)

Loss of daylight to windows facing south towards the development (2)

Loss of view from south facing windows

Loss of privacy from south facing windows

Concern about noise and mess during the construction phase which will affect shift workers particularly

The roads within Kaleidoscope are not yet adopted and any parking control will need to be undertaken through our management company, at a cost to local residents.

- 7.3 The Accordia Residents Association (ACRA) has made comments about the submission of the Demolition and Construction Environmental Management Plan (DCEMP) which is required by planning condition on the Outline consent. ACRA has also queried how this will be enforced and what action will be taken if working practices are not in conformity with the plan.

ACRA has also asked detailed questions about the parking survey and Travel Plan. These matters are also related to the Outline consent.

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

8.0 ASSESSMENT

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

1. Principle of development
2. Context of site, design and external spaces
3. Public Art
4. Sustainable development and renewable energy
5. Disabled access
6. Residential amenity
7. Refuse arrangements
8. Highway safety
9. Access, car and cycle parking
10. Third party representations
11. Outstanding issues raised by internal and external consultees.
12. Planning Obligation Strategy

Principle of Development

8.2 The principle of development has been established by the Outline Planning consent as amended by the Minor Material Amendment (application ref. 14/2090/s73) and associated parameter plans. The Parameter Plans address the following matters:

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

8.3 There is a report elsewhere on the Agenda which deals with the application for a Minor Material Amendment (MMA) to the Outline Permission to accommodate changes in comparison with the Parameter Plans as approved under the Outline Planning Consent. This report assumes that the recommendation of approval on that report is accepted.

8.4 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

8.5 The reserved matters submission relates to the access, appearance, landscaping, layout and scale of the development, therefore design considerations are key to the determination of the application. The parameter plans have set a threshold on

matters such as the footprint and height of the blocks as they come forward in their detailed form and the approvals of the parameter plans were predicated on the assumption that a building of such height and mass would be acceptable in the context of the site. It is therefore essential that the building that has been brought forward accord with parameter plans.

- 8.6 There is a report elsewhere on the Agenda, which deals with the Minor Material Amendment to increase of the footprint of the tower feature that is proposed in the southern wing of the development and to increase the area of roof plant of the footprint of the blocks. On the assumption that the recommendation is accepted, all elements of the building footprint and the roof plant proposals accord with the parameter plans.
- 8.7 The overall layout and scale of the development are controlled by the restrictions imposed by the parameter plans and I have concluded that the scheme accords with the maximum parameters. However consideration also needs to be given as to the how the built form sits within those parameters and the appearance of the development. Only by doing this can the detailed impact of the development be properly addressed.

Response to context

In my view the design of the building responds positively to its context. The existing buildings on the site are dominant both in terms of their scale and the materials of their construction. The experience of the site from its western edge is limited by the private nature of this part of Shaftesbury Road. The west elevation of the building is composed of four elements; the elevation of the western wing of the north building, a block which steps forward and announces the presence of the third element, the entrance courtyard and the long west elevation of the south building. The west elevation of the south building is slightly canted back to reduce the visual impact of what otherwise would appear as a very long elevation.

To the east the site is bounded by the Kings Lynn to London railway line, Cambridge Guided Bus (CGB) route and a cycle/footpath. This makes the east elevation and rounded southern end highly visible in stark contrast to the western side. To this edge the building presents two areas of open space on

raised podia and the tower which enliven this façade in a way which is highly appropriate to its more active side.

To the north the north building is formed by a longitudinal built form running east to west with three wings extending towards the Kaleidoscope development. Two areas of open space on raised podia help to soften the relationship of this part of the building adjacent to sensitive residential development.

The north and south buildings are linked by a comparatively lightweight structure which will enable views between the entrance courtyard and the open space beyond. The landscape proposals, which I have addressed in more detail below, will provide a very high quality of amenity space for users and will make a positive contribution to the wider area. In particular the trees on the Shaftesbury Road frontage will reflect the quality of the street trees in surrounding streets and will help what will be a significant building to become integrated into the streetscape.

Movement and Access

Vehicular access into the site will be off Shaftesbury Road. The principle parking area is under the podia and two wings of the north building and alongside the boundary with the Kaleidoscope development. 152 car parking spaces are provided in this location therefore most private cars will enter the site at the north access point.

37 car parking spaces are provided under the podium on the south building so access for private cars entering the site at the southern entrance will be more limited. The southern entrance will also provide access for service vehicles serving the kitchen and other servicing and to access the waste compound which lies between the building and the boundary. Service vehicles will be able to turn on site and exit in forward gear.

In my view car parking is well integrated into the development and will not dominate the external appearance.

Access to the building for pedestrians and cyclists is also via the entrances on Shaftesbury Road and via a dedicated gate off the footpath/cycle route. A ramp is to be provided within the site to deal the change in level. Facilities for cyclists are

provided close to the entrances to encourage these forms of transport.

Layout

The overall design of the development achieves good interrelations between buildings, routes and spaces. The site needs to be secured because of the nature of the activities which are undertaken by Cambridge Assessment. However the development still offers up a generous entrance courtyard space on Shaftesbury Road and presents an attractive built frontage to all sides, particularly alongside the railway boundary. The private spaces within the scheme experience a very high level of natural surveillance and the difference in level between the pavement and internal floors combined with landscaping provides a secure environment to the street frontage in a subtle way.

Scale and massing

The scale and massing of the building accords with the approved parameter plans, as amended by the MMA application. The Outline application was subject to rigorous scrutiny in terms of the impact of the building on close and more distant views. This included a comprehensive Visual Impact Assessment with Verified Photomontage Views (VIA). The VIA related 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.

Views have been reproduced from the same vantage points to enable an assessment of the detailed building to be made:

In my report for the Outline application I concluded as follows:

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.

The verified views that have been submitted support this conclusion. The tower at 39.1 metres will be the most visible element at a distance. It is proposed that the upper element of the tower be illuminated and the control of the level of luminance will be key to ensuring the tower does not appear as a 'beacon' which would not be appropriate in the wider views. Night time views have been provided which demonstrate the importance of this level of control. I have recommended a condition to require the submission and approval of the maximum luminance level of the tower (condition 4)

The views from Hills Road Bridge and Shaftesbury Road also show that the scale and massing of the building will have a comfortable relationship with surrounding development including that on the opposite side of the railway line.

Open Space and Landscape

The reserved matters submission conforms to the approved Landscape Parameter Plan.

A number of areas of open space and landscape are proposed as a setting to the building. These are as follows:

- Entrance Court
- Podium spaces
- Garden Court
- Boundary Planting

Entrance Court

The Entrance Court is framed by the link building and the two flanking building forms. It is a hard paved area incorporating a vehicle drop off and includes seating and tree planting.

Podium spaces

Three podium gardens are proposed above the ground floor car parking/servicing areas. The concept for these spaces is mind, body and spirit and each garden is planted in a different way to provide a variety of spaces for the users of the building to enjoy.

Adjacent to the southern 'body' garden is a terraced area which wraps around the building to provide seating in association with the cafeteria.

Garden Court

The Garden Court is bounded by the link building and the North and South buildings and will be visible through the link building. It is designed as a more formal space with a lawn and signature tree providing a focal point on the railway elevation. A formal hedge and topiary box trees form an edge to the space.

Boundary Planting

The north part of the Shaftesbury Road frontage will benefit from a formal line of large trees to continue the character to the north of the site while the south part will have less formal planting to reflect the woodland character of the area to the south of the site. Woodland character planting is also proposed in the car park and adjacent to the boundary with the Kaleidoscope development.

Comments from Landscape Officer and Sustainable Drainage Officer

The Landscape Officer has raised a number of detailed concerns about the proposed landscaping which the applicants have been made aware of. These can generally be resolved via the submission of further information. The relationship between the landscape and the drainage proposals is more complex.

Condition 19 of the Outline consent requires the development to be carried out in accordance with a Drainage Philosophy that was submitted with the Outline planning application. This Philosophy included the use of Green/Brown Roofs to manage surface water run-off. The reserved matters as submitted did

not include a brown/green roof which is in conflict with the Drainage Philosophy.

The Sustainable Drainage Engineer has met with the drainage consultants and there is an alternative way of dealing with surface water without reliance on the green/brown roofs. This will require the submission of an application to vary condition 19 so that an alternative Drainage Philosophy can be agreed. However green/brown roofs have benefits which go beyond surface water attenuation; for example improving biodiversity.

The applicants have decided to introduce a brown roof/rooves in response to concerns raised by officers and details of these are to be submitted.

Elevations and Materials

Cambridge Assessment has a requirement for a large number of meeting rooms and these are located along the Shaftesbury Road frontage with easy access via the entrance court. The auditorium and restaurant are also on the ground floor and have a positive relationship with the garden court. Plant rooms are located in the central part of the ground floor. The upper floors take the form of open plan offices. The elevational treatment expresses these internal arrangements.

Given the scale of the building and the comparatively limited range of activities carried out within it there is a danger that the elevations become too monotonous and regimented. However in my view this is not the case for this building.

The elevation to Shaftesbury Road is characterised by a single façade treatment. The visual impact of it is moderated by the 'Shaftesbury gable façade' that is introduced adjacent to the entrance courtyard and further broken down by the courtyard itself and the link building which is significantly set back from the road frontage. This gable is joined to the building with a glazed junction. The main facade is composed of brick, concrete piers and lintels and aluminium windows, coping and brise soleil.

The Shaftesbury gable façade is characterised by a contrasting window layout with deep reveals but maintains the use of brick, concrete and aluminium. The glazed junction addresses the

change in height between the wings of the north building and its longitudinal element. The same façade treatment is used on the north elevation facing the Kaleidoscope development.

An alternative façade treatment is employed to the courtyard elevations. This takes the form of an inner layer composed of render and an aluminium windows and an outer layer forming a free standing brise soleil in pre-cast concrete.

The tower has been designed to be compatible with the elevations of the building and at its lower levels is finished in brick and concrete. At its upper level the tower includes panels of brickwork/concrete which could be used by the artist as part of the proposals for public art. It will be necessary to control these elements by planning condition to ensure that they have a satisfactory appearance if not brought forward as part of the art installation. At seventh floor there is a viewing platform in the tower above which is a plant area which is shrouded to provide a 'canvass' for the artist who is developing the public art project. It is expected that this will take the form of a lighting installation.

The Shaftesbury Road elevation of the link building is also a potential area of intervention by the artist. Again this flexibility needs to be controlled by planning condition.

The roof plant areas are set back from the building edges and will be screened using terracotta baguettes which will also be used to screen the car parking areas. In my view the roof top plant areas and the waste compound are well integrated into the building envelope.

The architect has produced a Material Study to support the application which has provided a detailed analysis of the possible brick types and how the facades will be composed of the various materials. At this time the brick has not been selected but a mixed buff brick of the type used on the Accordia development is likely to be used.

Urban Design and Conservation Team and Landscape Team comments.

Both urban designers and landscape officers have been involved in the scheme since its inception and have been fully

engaged with bringing forward the detailed plans for the reserved matters submission.

These officers have provided detailed comments on the application which are set out at paragraphs 6.4 and 6.6 above. The UDC team has assessed the key elements of the building, reviewed the verified views and CGI images and considered the building appearance and proposed materials in great detail. Similarly the Landscape officer has assessed the detailed proposals for landscaping.

Both the UDC team and the Landscape officer support the application subject to modifications to the landscape proposals. These are expected to be made and amended plans submitted in advance of the Committee meeting. I will provide an update on the Amendment Sheet.

Design and Conservation Panel (DCP) comments

The scheme has been presented to the DCP twice, in December and January. In December the scheme received an Amber verdict because the Panel had concerns about the way in which the block would engage with the site context. At the meeting in January, which included a site visit, the Panel gave a Green/Amber (4/3) verdict because they maintained concerns about how the ground floor would present a public face to Shaftesbury Road.

The comments from the DCP have been discussed with the applicants and they are in the course of preparing revised proposals for the entrance courtyard to address the issues raised. Revised plans will be submitted in advance of the Committee meeting. I will provide an update on the Amendment Sheet, however it should be noted that the UDC team consider that any changes should be subtle and that they support the proposals as submitted.

Public Art

The provision of public art is secured via the s106 Agreement associated with the Outline Planning Consent. The s106 Agreement includes a clause that binds the Agreement to any subsequent application under section 73 of the Planning Act e.g. the current application for a Minor Material Amendment.

A Public Art Strategy has been submitted which refers to the permanent commission which has been allocated most of the budget, public engagement and a project celebrating Cambridge Assessment's international links. An artist has been selected who is working on proposals for installations at the entrance and on the tower. These will be embodied in a Public Art Delivery Plan.

The Public Art Officer is supportive of the process that is being followed.

In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/7 and 10/1 and the Public Art SPD 2010

Sustainable Development and Renewable energy

8.29 The Planning Statement which supports the application confirms that the renewable energy approach now utilises both photovoltaic panels (which are shown on the roof plan) and a ground source heat pump. The Senior Sustainability Officer has identified that overall the proposed strategy has the potential to reduce carbon emissions by 26%. Further information has been provided in response to comments made by the Senior Sustainability Officer which have resolved the issues that she raised.

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

Disabled access

8.31 The Design Statement confirms that there will be step free access to the ground floor and parking spaces for disabled people are located close to entrances. The proposals will need to comply with building regulations. The Access Officer has raised concerns about the arrangements for car parking for disabled people which I have addressed below.

The Access Officer has also queried whether there is a lift in the tower and made comments about the need for a hearing loop. There is a lift in the tower and I have recommended an informative to address the requirement for a hearing loop.

8.32 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12.

Residential Amenity

The impact on residential amenity was considered in depth in my report for the Outline application which considered the impacts in the wider area such as those arising from car parking in residential streets and construction phase impacts. These have been addressed via planning conditions and obligations in the s106 Agreement. It is however appropriate to consider the detailed impact of the development on the occupiers of the Kaleidoscope development now that there is further detail about boundary treatment and fenestration.

The following is an extract of my report on the Outline application.

8.194 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.

8.195 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

8.196 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.

8.197 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.

8.198 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.

8.199 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.

8.200 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

8.201 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

8.202A 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.

My earlier conclusions were that the new development will not have a harmful overbearing or enclosing impact and that the BRE criteria for daylight will be achieved on the facades of the Kaleidoscope blocks. These conclusions allowed the parameter plans to be approved and it would be unreasonable to reconsider them. However it is appropriate to consider the issues of overlooking and loss of privacy.

In this regard the detailed plans show that there will be windows in the ends of the wings facing Kaleidoscope. However these windows are set in deep reveals (0.5m) which will limit the ability to look directly into the windows on the Kaleidoscope blocks. The Kaleidoscope blocks are set back from the boundary and incorporate gantries which will also reduce the potential for overlooking. Therefore whilst less than the rule of thumb 20 m window to window distance, at approximately 15 metres, the arrangement is acceptable in my view.

Overlooking is also possible from the podium gardens but this has been mitigated by the planting scheme and parapet wall feature which internalise views. Planting along the northern boundary will control potential overlooking of ground floor flats and reduce glare from headlights.

In addition to the issues addressed above, residents of Kaleidoscope have also raised concern about noise and disturbance during the construction phase and loss of view. With regard the latter there is no right to a protection of view under planning policy or guidance. The views from the flats will

change but it could be argued that the view of the podium garden is better than the current view of the car park.

Noise and disturbance during the construction phase will be controlled via the Demolition and Construction Environmental Management Plan and construction hours will be limited. However I do appreciate that this could present unavoidable problems for shift workers.

- 8.33 In my opinion, subject to compliance with conditions, the proposal provides an appropriate level of control of impact on residential amenity and I consider that in this respect it is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12.

Refuse Arrangements

- 8.34 A screened waste compound is located between the building and the boundary with the railway. This is accessible from the service area. Condition 11 of the Outline consent requires submission and approval of arrangements for waste and Condition 12 requires submission and approval of the route for refuse vehicles. Information to discharge both of these conditions has been submitted with the reserved matters submission and EHO have confirmed that these can be discharged.

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

Highway Safety

- 8.35 Access within the site was set out on the approved Site Access and Circulation Parameter Plan. The Highway Authority has not raised any highway safety concerns.
- 8.36 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

Car and Cycle Parking

Car Parking

8.37 The Outline consent fixes the maximum amount of car parking to between 189 and 209 spaces. A total of 189 car parking spaces are provided under the podia and two wings of the north building and alongside the boundary with the Kaleidoscope development. This is permitted under the terms of the outline consent. The application has been amended to provide 10 car parking spaces for use by disabled drivers. This represents 5% of the total number of car parking spaces and is acceptable.

I have recommended an informative to request that consideration be given to the provision of charging points for electric vehicles.

Cycle Parking

8.38 The Outline consent fixes the minimum amount of cycle parking to 1325 cycle spaces and 26 motorcycle spaces. This level of provision has been brought forward as part of the reserved matters submission. Cycle parking for staff takes the form of high density cycle parking stands under the podia and two wings of the north building. The application has been amended to relocate six spaces to the entrance courtyard.

The detailed type of cycle parking stands, the requirement for staff cycle parking to be covered and the provision of the required number can be secured by planning conditions.

8.39 I am awaiting confirmation from the Walking and Cycling Officer and will provide an update on the Amendment Sheet.

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

Third Party Representations

8.41 In comparison with the Outline application, very few representations have been made in relation to the application. The concerns raised about traffic generation/car parking were addressed at the Outline application stage and construction

phase impacts are capable of being controlled by compliance with conditions attached to the Outline consent. I have recommended a condition to control the level of illumination from the tower and do not agree that this feature will be an eyesore. I have addressed concerns regarding the impact on residential amenity in my section Residential amenity above.

Outstanding issues raised by internal and external consultees

Condition 15 secures the provision of fire hydrants as required by Cambridgeshire Fire and Rescue.

Planning Obligation Strategy

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

9.0 CONCLUSION

- 9.1 The proposed development accords with the parameter plans that have been agreed under the Outline planning consent, as amended. The Outline planning consent and its associated planning obligations secure the mitigation necessary to allow the development to be integrated into its surroundings. The design of the building and its landscape setting is of a very high quality and is supported by the Urban Design and Conservation team.

10.0 RECOMMENDATION

APPROVE subject to the following conditions:

1. Prior to the commencement of above ground works, a sample panel of the facing materials to be used shall be erected on site to establish the detail of bonding, coursing and colour, type of jointing shall be agreed in writing with the local planning authority. The quality of finish and materials incorporated in any approved sample panel(s), which shall not be demolished prior to completion of development, shall be maintained throughout the development.

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

2. Prior to the commencement of above ground works, full details of all non-masonry walling systems, cladding panels or other external screens including structural members, infill panels, edge, junction and coping details, colours, surface finishes/textures and relationships to glazing and roofing shall be submitted to and approved in writing by the local planning authority. This may consist of large-scale drawings and/or samples. Thereafter the development shall be undertaken in accordance with the approved details.

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

3. Prior to the commencement of above ground works, full details of all windows and doors, as identified on the approved drawings, including materials, colours, surface finishes/textures shall be submitted to and approved in writing by the local planning authority. This may consist of large-scale drawings and/or samples. Thereafter the development shall be undertaken in accordance with the approved details.

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

4. Prior to commencement of installation of internal or external lighting to the eighth floor of the tower, full details of the means of illumination and the maximum illumination at both during daylight hours and the hours of darkness shall be submitted to and approved in writing by the local planning authority. This may consist of large-scale drawings. Thereafter the development shall be undertaken in accordance with the approved details.

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

5. Prior to the commencement of above ground works, full details of the treatment of the masonry panels on the tower (marked L on drawing number EPA CAC05 ELE 410 P7) shall be submitted to and approved in writing by the local planning authority. This may consist of large-scale drawings. Thereafter the development shall be undertaken in accordance with the approved details.

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

6. Prior to the commencement of above ground works, full details of the treatment of the first floor west elevation of the link building shall be submitted to and approved in writing by the local planning authority. This may consist of large-scale drawings. Thereafter the development shall be undertaken in accordance with the approved details.

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

7. Prior to the commencement of installation of cycle parking facilities, full details of the design of cycle stands shall be submitted to and approved in writing by the local planning authority. This may consist of large-scale drawings. Thereafter the development shall be undertaken in accordance with the approved details.

Reason: To ensure that satisfactory facilities for cyclists are provided. (Cambridge Local Plan 2006 policy 8/6)

8. Prior to the commencement of installation of cycle parking facilities, full details of the means by which cycle parking for staff will be covered and secured shall be submitted to and approved in writing by the local planning authority. This may consist of large-scale drawings. Thereafter the development shall be undertaken in accordance with the approved details.

Reason: To ensure that satisfactory facilities for cyclists are provided. (Cambridge Local Plan 2006 policy 8/6)

9. Prior to first occupation of the development, all cycle parking spaces shown on the approved plans shall be provided and thereafter retained.

Reason: To ensure that satisfactory facilities for cyclists are provided. (Cambridge Local Plan 2006 policy 8/6)

10. 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.

11. The applicant is encouraged to install charging points for vehicles within the development.
12. The applicant is encouraged to install hearing loops in the reception area, interview rooms and auditoria.