

<b>Application Number</b>	15/0864/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	1st May 2015	<b>Officer</b>	Miss Catherine Linford
<b>Target Date</b>	31st July 2015		
<b>Ward</b>	Trumpington		
<b>Site</b>	Leda House 20 Station Road Cambridge Cambridgeshire CB1 2JD		
<b>Proposal</b>	Demolition of Leda House and construction of a new 6 storey office building comprising 7421sq.m (GEA) of office floorspace (Class B1); 254 cycle parking spaces; associated plant; hard and soft landscaping; a basement with 40 car parking spaces and 5 motorcycle bays; infrastructure works including basement car park ramp (Scheme B)		
<b>Applicant</b>	Brookgate CB1 Ltd Station Road Cambridge CB1 2JH		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> The proposed building is of a scale, mass and design which is appropriate to its setting within an Area of Major Change and of a significantly high quality which justifies the removal of an existing building in the Conservation Area</li> <li><input type="checkbox"/> Subject to conditions, the impact on neighbouring properties would be minimal</li> </ul>
RECOMMENDATION	APPROVAL

**1.0 SITE DESCRIPTION/AREA CONTEXT**

1.1 The application site forms part of a larger area, which is the subject of the CB1 Station Area Redevelopment proposals for

which outline planning permission was granted in April 2010. The site lies on the south side of Station Road, 80m west of its junction with Warren Close. It is currently occupied by a five storey office building with a plant room at the sixth floor, known as Leda House. The site also includes space between Leda House and an identical office building, Jupiter House, which accommodates car parking. There are trees and landscaping on the site frontage to Station Road and to the east and west boundaries.

- 1.2 The northern boundary of the site is the pavement on the south side of Station Road. To the west is Jupiter House and to the east is the site of the former Demeter House, which has recently been redeveloped. This site is now known as 22 Station Road. Leda House, Jupiter House and Demeter House were identical office buildings known as the Three Deities. To the south is the Warren Close development, which accommodates residential flats. To the rear of the site they take the form of four/five storey blocks with a projecting stairwell.
- 1.3 The site is within the Station Area Redevelopment Framework boundary and within the Central Conservation Area. The trees on the site are protected by virtue of their location in the Conservation Area. The site falls within the Controlled Parking Zone.

## **2.0 THE PROPOSAL**

- 2.1 There are two applications on the agenda for this site (15/0864/FUL and 15/0865/FUL). The difference between the two applications relates to how the basement of the building is accessed by vehicles.
  - 15/0864/FUL (Scheme B) proposes the inclusion of a single ramp to 20 Station Road, creating a two way ramp with 22 Station Road.
  - 15/0865/FUL (Scheme A) proposes that no ramp is built as part of the development of 20 Station Road and that vehicles would enter the basement via the ramp to 22 Station Road and leave the basement via the ramp to 10 Station Road (the redevelopment of 10 Station Road has not been approved yet).

2.2 Full planning permission is sought for the construction of a 6 storey office building with a floorspace of 7421 sqm following the demolition of Leda House. The proposed building would be identical to the recently completed building at 22 Station Road (Demeter House) to the east of the site, and would form a matched pair. A single level basement is proposed to accommodate 40 car parking spaces and 5 motorcycle bays. 254 cycle parking spaces are proposed at ground floor level. The basement would be accessed via a ramp, which would serve this building only.

2.3 The proposed building differs from the parameter plans in the following ways:

- The building extends 4.4m further to the north, 1m further to the east, 2.8m further to the south (with the main elevation projecting 1.4m further) and 1.2m further to the west.
- The building has increased in height by one storey.

### 3.0 SITE HISTORY

Reference	Description	Outcome
08/0266/OUT	The comprehensive redevelopment of the Station Road area, comprising up to 331 residential units (inclusive of 40% affordable homes), 1,250 student units; 53,294 sq m of Class B1a (Office) floorspace; 5,255 sq m of Classes A1 /A3/A4 and/or A5 (retail) floorspace; a 7,645 sq.m polyclinic; 86 sq.m of D1 (art workshop) floorspace; 46 sq m D1 (community room); 1,753 sq m of D1 and/or D2 (gym, nursery, student/community facilities) floorspace; use of block G2 (854 sq.m) as either residential student or doctors surgery, and a 6,479 sq.m hotel; along with a new transport interchange and station square, including 28 taxi bays and 9 bus stops (2 of which are	Approved

double stops providing 11 bays in total), a new multi storey cycle and car park including accommodation for c. 2,812 cycle spaces, 52 motorcycle spaces and 632 car parking spaces; highway works including improvements to the existing Hills Road / Brooklands Avenue junction and the Hills Road / Station Road junction and other highway improvements, along with an improved pedestrian / cyclist connection with the Carter Bridge; and works to create new and improved private and public spaces.

12/1236/NMA	Non material amendment to 08/0266/OUT for an alteration to parameter plans 3 and 9 of the CB1 outline application, the change being in respect of the width and length of block J2 and an alteration to parameter plan 6, the change being in respect of the proposed 'green public realm' associated with Block J2. (22 Station Road)	Approved
12/1237/REM	Approval of reserved matters (appearance, layout, scale and landscape) for Block J2 of the CB1 Masterplan (ref 08/0266/OUT), comprising 7453 sq.m pf office floorspace (class B1a), a basement with 40 car parking spaces, 5 of which are disabled spaces, 3 motorcycle bays, 1 mobility scooter charging point, ground floor with 248 cycle parking spaces of which 56 are for visitors, along with associated plant, an access ramp/road; 26 external cycle parking spaces, a sub-station and hard and soft	Approved

landscaping following demolition of Demeter House (22 Station Road)

15/0865/FUL Demolition of Leda House and construction of a new 6 storey office building comprising 7421sq.m (GEA) of office floorspace (Class B1); 254 cycle spaces; associated plant; hard and soft landscaping; a basement with 40 car parking spaces and 3 motorcycle bays; infrastructure works (Scheme A)

Pending decision

#### 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	3/1 3/4 3/7 3/11 3/12 3/13 4/4 4/7 4/11 4/12 4/13 4/14 4/15 7/2 8/2 8/4 8/6 8/9 8/10 8/16 8/18 9/1 9/9 10/1

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

<p>Central Government Guidance</p>	<p>National Planning Policy Framework March 2012</p> <p>National Planning Policy Framework – Planning Practice Guidance March 2014</p> <p>Circular 11/95</p> <p>Ministerial Statement (1 December 2014) by Brandon Lewis Minister of State for Housing and Planning (Department of Communities and Local Government)</p>
<p>Supplementary Planning Guidance</p>	<p>Sustainable Design and Construction (May 2007)</p> <p>Planning Obligation Strategy (March 2010)</p> <p>Public Art (January 2010)</p>
<p>Material Considerations</p>	<p><u>City Wide Guidance</u></p> <p>Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001).</p> <p>Cambridge City Nature Conservation Strategy (2006)</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Strategic Flood Risk Assessment (2005)</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Cambridgeshire Quality Charter for Growth (2008)</p>

	<p>Cambridge City Council - Guidance for the application of Policy 3/13 (Tall Buildings and the Skyline) of the Cambridge Local Plan (2006) (2012)</p> <p>Cambridge Walking and Cycling Strategy (2002)</p> <p>Cambridgeshire Design Guide For Streets and Public Realm (2007)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p> <p>Air Quality in Cambridge – Developers Guide (2008)</p>
	<p><u>Area Guidelines</u></p> <p>Cambridge City Council (2002)–Southern Corridor Area Transport Plan:</p> <p>Station Area Development Framework (2004) includes the Station Area Conservation Appraisal.</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, no policies are of relevance.

## **6.0 CONSULTATIONS**

### **Cambridgeshire County Council (Highways Development Management)**

- 6.1 The Option B ramp arrangement is acceptable to the Highway Authority. The car park layout shows doors opening outwards into the path of vehicles. This is inadvisable. Some car parking spaces conflict with others, however, this is a private, managed car park and so this issue should be resolved within the building management.
- 6.2 Update – A revised basement plan has been submitted which shows the doors opening inwards. This has satisfied the Highways Engineer.

### **Cambridgeshire County Council (Growth and Economy)**

- 6.3 Holding objection as further information is required regarding the transport implications and possible mitigation measures.
- 6.4 Update – Further information has been submitted to Cambridgeshire County Council by the applicants and comments are awaited.

### **Cambridgeshire County Council (Flood and Water Management)**

- 6.5 The submitted Flood Risk Assessment dated 7<sup>th</sup> May 2015 demonstrates that an acceptable surface water drainage scheme can be provided on site using a variety of SuDS features to attenuate runoff. The proposed development, however, will only be acceptable if a condition is imposed requiring the development to be implemented in accordance with the submitted drainage strategy.

### **Head of Refuse and Environment**

- 6.6 No objection, subject to conditions relating to construction hours, construction deliveries, construction/demolition noise,

vibration and piling, dust, plant noise insulation, noise insulation scheme, emergency generator, and contaminated land.

### **Urban Design and Conservation Team**

- 6.7 Overall the proposal to create a 'matched pair' with 22 Station Road is supported in design terms. The increase in height, over that envisaged through the Outline Masterplan, is acceptable and does not negatively impact on views into the site from the Conservation Area. Conditions are recommended relating to materials, external treatment of the cycle stores, details of the solar panels, security arrangements for the car park, lighting, plant and the ramp retaining walls.

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

- 6.8 The approach being taken to sustainable design and construction and renewable energy and carbon reduction is supported.

### **Head of Streets and Open Spaces (Landscape Team)**

- 6.9 The drainage engineers have designed an underground water storage system that does not leave enough room for tree pits. No information has been provided on the quality of the existing or imported soil. The proposals are supported in general, but planting conditions are crucial to the success of this scheme. Conditions are recommending requiring further details of the hard and soft landscaping scheme and implementation.

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

- 6.10 No comments received.

### **Head of Streets and Open Spaces (Sustainable Drainage Officer)**

- 6.11 The proposals are to limit the total discharge from the site to 5l/s for all events up to a 1 in 100 year event plus climate change. This will be by using underground geocellular crates. The application does also include some elements of source control such as permeable surfacing and a biodiverse green and brown roof. These elements are welcomed and supported. The only

real area of concern is the space provided for tree pits, which appears to be limited and could potentially be detrimental to both trees and the long term structural stability of the geocellular crates.

### **Head of Streets and Open Spaces (Nature Conservation Officer)**

- 6.12 I appreciate survey submissions were made in respect of the outline plan that has been approved. However, given that this is a full application and a number of years have elapsed since the approval I feel the types and nature of survey, plus the findings need to be included within the submitted documents. If no additional surveys have been undertaken since 2008 then the reasons for this need to be clearly stated within the report.
- 6.13 Notwithstanding the need for clarification on the surveys undertaken. I do support the proposed target species for enhancement measures proposed within the application. Namely Swift, Kestrel, Black Redstart, Bats, Mosses and the types of provision i.e Brown Roof, Bat tubes, nest boxes. The exact specification, number and locations of these features will need to be provided, either prior to determination or as a condition. For the Brown roof this should include the substrate type/s and species composition of the proposed wildflower mix.
- 6.14 Update: It has been confirmed that the baseline conditions have not changed since the original surveys. The Ecology Report (June 2015) has been updated to confirm this and a Phase 1 Habitat Map is also now included. The Nature Conservation Officer is satisfied with the revised submission. A condition is recommended requiring further details of the enhancement measures.

### **Ministry of Defence (MOD Safeguarding – Cambridge Airport)**

- 6.15 The MOD has no safeguarding objections to a 6 storey building being built at this location. However, the MOD recognises that that during the construction of relatively tall buildings cranes may be erected. Cranes in the vicinity of aerodromes are of concern to the MOD. Therefore, if cranes are to be used during the construction phase it will be necessary for the developer to liaise with the MOD prior to the erection of any cranes or

temporary tall structures. A condition is recommended requiring a Construction Management Strategy which includes details of cranes and any other tall construction equipment.

- 6.16 Update – After discussing this with the MOD it has been agreed that the requirement to discuss the use of cranes can be passed onto the applicant via an informative. Requiring further details via a condition is not considered to be reasonable as a crane could be brought onto the site without the need for planning permission.

### **Natural England**

- 6.17 No comments received.

### **Environment Agency**

- 6.18 No comments received.

### **Anglian Water**

- 6.19 No comments received.

### **Cambridgeshire Constabulary (Architectural Liaison Officer)**

- 6.20 In terms of crime risk by far the most problematic issue in the Station Road area concerns the theft of pedal cycles with dozens stolen in the area each year. Both proposals offer secured cycle parking to the sides and rear of the proposed building. I would recommend that access to this area is by either fob or card swipe and not key pad as there are quite often issues with codes being shared. The ramp to the car park is accessed off Station Road which is secured by gate which is fine. I have no issues with what is proposed and have no preference between Options A or B and have no specific comments to make.

### **Network Rail**

- 6.21 No objection.

## **Access Officer**

- 6.22 They need 5% parking marked as Blue Badge spaces and these spaces to be adjacent to lift shafts.

Design is so open plan it is hard to comment on.

Alternate door to revolving door needs to be clearly found and open at all times the revolving one is and preferably powered opening.

Reception needs dropped height counter, hearing loop and seating of mixed height and arm provision.

Good colour contrast and signage.

Thought about emergency procedure for disabled people's egress.

## **Design and Conservation Panel (Meeting of 10<sup>th</sup> June 2015)**

- 6.23 The conclusions of the Panel meeting(s) were as follows:

Formerly Leda House (or J3) this block is the subject of a current application (15/0865/FUL and 15/0864/FUL). Previously, (August 2014) the Panel had commented that the proposed architectural treatment of a matched pair of buildings may result in J2 (22 Station Road -now nearing completion) and J3 appearing as a single block of significant bulk. Consequently, the Panel had advised that through careful detailing and not merely nuancing, the risk of a perceived single mass could be resolved with subtle differences in the palette, so that the 'matched pair' relationship with 22 Station Road is maintained.

### **Palette use**

The Panel noted that the current proposal provided for a subtle variation between 20 and 22 in the application of window frames form and colour, as well as through a change in material tone to stone plinth and brick facade. The Panel were supportive but would advise caution in the choice of tonal changes to the materials palette, as extremes in either direction would have a detrimental effect.

### **Landscaping.**

The Panel appreciated the opportunity to consider the linear park and how its treatment is to be extended along all four blocks with a common language of planting etc. With this common language however, it was felt that greater clarity was needed regarding the quality of the private areas between the J blocks. The Panel re-iterated earlier concerns regarding the quality of the spaces between the blocks and the potential for adverse wind tunnel/micro-climatic effects. It was felt these spaces should be made to work harder, particularly given the large numbers of employees that could potentially benefit from these spaces. With so much overshadowing for example, the Panel would strongly encourage any areas of sun exposure to be maximised. This would include the upper terraces where the top floors are set back.

### **Vehicular access.**

The Panel were presented with two access options – two single basement ramps (one between 20 and 22 and the other between 10 and 20) with planting on the remaining inter-block sections (Option A); or a double ramp between 20 and 22 Station Road resulting in less opportunity for planting in this area (Option B). The Panel expressed a strong preference for Option B as it would allow for more usable and coherent space between 10 and 20. The Panel suggested that more striking structures could enhance the pergola over the ramp to the basement car park.

Should it prove not to be practical to implement Option B owing to the timing of development then, with some reluctance, it was agreed that Option A could be accepted.

### **Disability Consultative Panel (Meeting of 26<sup>th</sup> May 2015)**

- 6.24 A high quality scheme from an access perspective, although the Panel would recommend the inclusion of fire evacuation lifts to eliminate the need for refuge points.
- 6.25 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

## **7.0 REPRESENTATIONS**

7.1 The owners/occupiers of the following address have made a representation:

- 43 Warren Close

7.2 The representations can be summarised as follows:

- Loss of privacy

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

## **8.0 ASSESSMENT**

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

1. Principle of development
2. Context of site, design and external spaces
3. Public Art
4. Renewable energy and sustainability
5. Disabled access
6. Residential amenity
7. Refuse arrangements
8. Highway safety
9. Car and cycle parking
10. Third party representations
11. Planning Obligation Strategy

### **Principle of Development**

8.2 The principle of development has been established by the Outline Planning consent and associated parameter plans. Full planning permission is sought as the building does not comply with the parameter plans as it has been increased in height by one storey and the size of the footprint has been increased in order to form a matching pair with 22 Station Road. I will deal with the detailed design and the increase in height and footprint in the following section on context of the site, design and external spaces.

With regard to use, the parameter plans allow for Block J3 to be used for office use only. The proposals for the use of Block J3 are entirely consistent with the approved parameter plan.

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

### **Context of site, design and external spaces**

#### Impact on the Conservation Area and the Listed railway station

- 8.4 The visual impact of the whole scheme on the character of the Conservation Area has been addressed in the Outline permission in broad terms and the various amendments to this permission as individual building designs have come forward. The buildings proposed (and partially built) along the Southern side of Station Road affect the approach to the Listed railway station, the terraced houses along the Eastern side of Hills Road and the 19<sup>th</sup> century villas on the Northern side of Station Road as well as more distant views from various vantage points of the Conservation Area. This proposal will have an impact but this impact will largely be as expected by the 'masterplan', outline permission and the subsequent amendments, which have been considered to be acceptable in the past. The building design, materials of construction and setting will be part of the coherent grouping of new buildings planned along Station Road and it is my view and that of the Conservation Officer that the building would not have a detrimental impact on the Conservation Area.

#### Scale and massing

- 8.5 As with 22 Station Road, there are a number of adjustments to the footprint of 20 Station Road and a more significant increase in the overall height of the building through the addition of a floor. The changes to footprint of the building are similar to those approved through the submitted and approved Non Material Amendment to the Outline for 22 Station Road (12/1236/NMA).
- 8.6 The overall form and appearance of the proposed building is identical to the building now nearing completion at 22 Station Road, other than the detail of the glazing and other minor

details. 20 and 22 Station Road will form a matching pair and it is my view that the scale and massing of the proposed building is appropriate and acceptable.

### Increased height

- 8.7 The increase in the overall height of the building by a storey formed the basis of significant discussion at the pre-application stage. Whilst the application is submitted as a 'full', it has used the master planning principles and parameters established through the Outline to inform the proposals. A key departure from the parameters is the overall height of the scheme. These proposals increase the overall height of the building by 1 storey to form a 'matched pair' with 22 Station Road.
- 8.8 The applicant has been asked to demonstrate whether the increase in height would negatively impact on the views towards the site (looking north) along Hills Road. In these discussions, it was important that the increase in height did not result in the loss of articulation of the roofscape of the existing terraces 'College Terrace and Eastbourne Terrace' whose rhythm of chimneys are a key part of the character of this section of Hills Road in townscape terms.
- 8.9 The D&A Statement 'Appendix' contains a series of Sketch-Up views of the proposals to demonstrate how the increased height would be visible from Hills Road which was considered to be the most sensitive of views in terms of potential impact. These views are not verified nor are the specifications of the views (focal length/eye height) given. However they appear to be taken at eye height which is appropriate.
- 8.10 Based on this assumption, these views reveal that the overall impact of the additional storey from Hills Road is minor with it being most apparent through the gap between the two terraces. This view will be filtered by existing vegetation and does not disrupt the articulated roofscape of the terraces. Overall the impact is considered to be minor and the increase in overall height, beyond that established in the Outline Parameter Plans, is acceptable.

## Access ramp

- 8.11 Scheme B proposes to introduce a second vehicle access ramp to the basement car park further west along Station Road. A single lane as already delivered through the 22 Station Road scheme would be retained outside the site boundary and to the east of 20 Station Road. The additional ramp is proposed to be a single lane and is located to the west of 20 Station Road and immediately to the east of 10 Station Road which is currently in pre-application discussions. It is unclear how the 'temporary' concrete face of the constructed ramp serving 22 Station Road will be finished as part of this revised approach.
- 8.12 The proposals allow for the introduction of additional trees between 20 and 22 Station Road as well as delivering the trees envisaged through the CB1 Landscape and Public Realm Strategy between 10 and 20 Station Road. The proposals reduce the amount of usable private amenity space between the buildings, as envisaged through the Outline, however a decked area above the ramp provides some of this space back. Overall the proposals in Scheme B maintain and increase the planting between buildings and have the potential to enhance the visual amenity of the spaces between the buildings as a backdrop to the linear park.

## Design & Conservation CB1 sub-panel comments

- 8.13 The proposals have been to the Design & Conservation CB1 sub-panel on three occasions.
- 8.14 At the reviews on the 11th December 2013 Panel remained to be convinced that an additional storey was needed. They chose not to award a 'traffic light' colour at this review but emphasised the need to provide views of the scheme to demonstrate the potential impact of the increased height.
- 8.15 At the review on the 13th August 2014, the Panel concluded that they were reassured that the level of impact of an additional storey to block J3 on key views could be acceptable and voted 'Amber' on the scheme.
- 8.16 Most recently, on the 10th June 2015, the Panel reviewed the scheme along with emerging proposals for 10 and 30 Station Road. 20 Station Road was given a unanimous 'Green'.

8.17 Overall it is my view that the proposal to create a 'matched pair' with 22 Station Road is acceptable. The increase in height, over that envisaged through the Outline Masterplan, is acceptable and does not negatively impact on views into the site from the Conservation Area in my opinion.

8.18 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12, 4/10, 4/11 and 4/12.

### **Public Art**

8.19 The site falls within the Red Phase of the CB1 development and is covered by the CB1 Public Art Strategy. The S106 agreement for the Outline application requires that the detailed delivery of public art is agreed via Public Art Delivery Plans. The application is supported by the CB1 Red Phase Public Art Delivery Plan (PADP).

8.20 The PADP proposes the following:

- The Linear Park commission involving collaboration between the landscape architects, project architects and an artist to deliver a series of works within the landscape.
- The Station Gateway commission which will be a sculptural commission focused on the point where the Station Road approach narrows and the linear park comes to an end.
- The Lighting commission which aims to provide an interactive approach to lighting Station Road.

8.21 The Public Art Officer is satisfied with the PADP subject to additional information being submitted for approval. This can be secured and agreed under officer delegated powers through the S106 agreement.

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

## **Renewable energy and sustainability**

- 8.23 Policy 8/16 (Renewable Energy in Major New Developments) requires all development over a threshold of 1,000 square metres to provide at least 10% of the developments predicted energy requirements on-site from renewable sources. The Sustainable Design and Construction SPD confirms that passive solar design can count towards this renewable energy requirement.
- 8.24 As this application seeks full planning permission, the development would not be bound by the conditions attached to the outline. It should, however, be noted that the masterplan for the site contains the ambition for all development to exceed Part L of the Building Regulations by 10%, and for office developments to utilise PV and Ground Source Heat Pumps to achieve a 15% abatement of carbon emissions from renewable energy systems. It is noted that since the outline permission was granted, changes to Part L of Building Regulations have included more stringent carbon reduction targets for non-residential development, with a focus on encouraging a hierarchical approach to the reduction of carbon emissions.
- 8.25 The submitted Energy Strategy, prepared by Hilson Moran, sets out that by taking a hierarchical approach (fabric improvements, energy efficiency and then the use of renewable energy), a carbon reduction of 25.2% compared to a Part L 2013 compliant baseline for regulated emissions is predicted to be achieved. This approach is fully supported. In terms of renewable energy, the approach being taken utilises both passive solar design and a 37 m<sup>2</sup> photovoltaic array. Together these are predicted to result in a 31.9 tonne reduction in CO<sub>2</sub> emissions per annum (30 tonnes from the passive solar design and 1.9 tonnes from the photovoltaic panels), which equates to an 18.9% reduction in regulated emissions, which exceeds the requirements of both Policy 8/16 and the condition attached to the outline permission for the CB1 development. This approach is fully supported.
- 8.26 In my opinion the applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with Cambridge Local Plan (2006) policy 8/16 and the Sustainable Design and Construction SPD 2007.

## **Disabled access**

- 8.27 The scheme has been considered by the Disability Consultative Panel and the Access Office. The Design and Access Statement emphasises that the entrance to the building would have a level threshold, access to the basement parking area would be automated, lifts would be DDA compliant and the reception area would include a dual height desk and hearing loop. The Disability Panel and the Access Officer have recommended internal changes and I have included these in my recommendation as informatives.
- 8.28 In my opinion the proposal is compliant with Cambridge Local Plan 2006 policies 3/7 and 3/12.

## **Residential Amenity**

### Impact on amenity of neighbouring occupiers

- 8.29 There are no residential properties to the north, east and west and therefore the only residents who will be affected by the development are to the south in the Warren Close development. The residents of these flats could be affected by the development in a number of ways which I consider below. It should be noted, however, that although this application is for full planning permission, the impact of a block of this size and massing was assessed as part of the approval of Outline planning permission.

### *Overshadowing and loss of daylight*

- 8.30 Warren Close is to the south of the application site. Between the site boundary and the flat blocks which form a continuous building is a car parking/servicing area. The flat blocks themselves already overshadow this space and the orientation of existing and proposed buildings means that there will be no additional overshadowing or significant loss of daylight.

### *Visual Dominance and Enclosure*

- 8.31 There is a separation distance of 20 metres between the main rear elevation of the new offices and the main part of the flat blocks. The space between the buildings is not amenity space

and in my view visual dominance and enclosure will not have a significant impact on residential amenity.

### *Overlooking*

- 8.32 There are windows in the flats and in the offices which will face each other and facilitate overlooking and interlooking. However the separation distance described above and the size of the windows in the flats mitigate against any potential impact in my view.

### *Noise and disturbance and other impacts on residential amenity*

- 8.33 I have recommended conditions restricting demolition and construction hours (9) and deliveries (10). There is potential for noise from plant, the sub-station and emergency generators as identified by the Environmental Health Officer. Again these impacts can be controlled by conditions (12-16)
- 8.34 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan 2006 policies 3/4 and 3/7.

### **Refuse Arrangements**

- 8.35 An area for compaction of paper and storage of refuse bins is located within the basement. A refuse hoist will be used to move the bins to street level. This is identical to the approach used for 22 Station Road. Refuse and Environment officers have confirmed that the refuse arrangements are appropriate and acceptable.
- 8.36 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

### **Highway Safety**

- 8.37 The Highways Engineer has not raised any significant concerns in respect of highway safety. They raised concern that the doors from the stair core opened out to into the car park. This has been amended.

8.38 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

### **Car and Cycle Parking**

#### *Car Parking*

8.39 Conditions 26 and 27 of the outline planning permission are of relevance to the consideration of car parking. They read as follows:

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

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

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

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

8.40 The plans show that two of the car parking spaces proposed are designed for use by disabled people; this represents 5% of the total number of spaces (40 spaces) and accords with condition 26 of the outline consent and adopted Car Parking Standards.

8.41 The adopted Car Parking Standards allow a maximum of one car parking space for each 100 sqm of office floorspace in the controlled parking zone. For a building of the size proposed this equates to a maximum of 75 spaces. 40 car parking spaces are proposed. For an office building of the size proposed (7453 sqm) this equates to 1 space for every 186 sqm, which is well within the maximum standard.

8.42 The following table sets out the comparative numbers and ratio of car parking in the CB1 development to date.

SITE ADDRESS	NUMBER OF SPACES	CAR PARKING RATIO
50/60 Station Road (first scheme)	60	1 space per 274 sqm
50/60 Station Road (second scheme)	76	1 space per 209 sqm
50/60 Station Road (third scheme)	83	1 space per 198 sqm
50/60 Station Road PROPOSED	124	1 space per 137 sqm
Microsoft (excluding temporary car park)	35	1 space per 280 sqm
Block J2	40	1 space per 186 sqm

8.43 Concerns were previously raised about the potential for overspill car parking to have an adverse impact on residential amenity in those areas where there are no controls on street. This concern has in part been addressed through an increase in provision of car parking to serve the development as described above. Also the applicants have offered up a pre- and post-development parking survey and funding for a Residents Parking Scheme if necessary serves to mitigate such potential adverse impact. This was secured in relation to the approved schemes and is recommended.

#### *Cycle Parking*

8.44 All cycle parking accessible at ground level and 254 spaces are provided. The location and design of cycle parking spaces is as follows:

12 Sheffield stands on the Station Road frontage for use by visitors

15 Sheffield stands to the west of the building which are within the secured area

35 Sheffield stands to the southern boundary

3 Sheffield stands adjacent to the rear elevation

124 spaces within double stackers adjacent to the rear elevation

8.45 The Parking Standards require a minimum of one cycle space per 30m<sup>2</sup> floorspace. This equates to 248 cycle spaces. The total number of cycle spaces provided is 254 which exceeds this requirement. 62 spaces (approximately 25%) require use of the upper level of the stacker spaces. In my opinion this ratio is appropriate to address the range of ages and abilities of office staff and visitors and will provide convenient, usable cycle storage. It is also the same as the ratio provided for the Microsoft office.

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

### **Third Party Representations**

#### Loss of privacy to 43 Warren Close

8.47 Addressed in paragraph 8.33.

### **Planning Obligation Strategy**

#### **Planning Obligations**

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

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

In bringing forward my recommendations in relation to the Planning Obligation for this development I have considered these requirements. The Planning Obligation Strategy (2010) provides a framework for expenditure of financial contributions collected through planning obligations. The Affordable Housing Supplementary Planning Document 2008 provides guidance in terms of the provision of affordable housing and the Public Art Supplementary Planning Document 2010 addresses requirements in relation to public art (amend/delete as applicable). The applicants have indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Strategy and relevant Supplementary Planning Documents. The proposed development triggers the requirement for the following community infrastructure:

#### Public Art

- 8.49 The development is required to make provision for public art and officers have recommended as set out in paragraphs 8.20 to 8.23 above that in this case provision for public art should be made on site in line with the CB1 Public Art Strategy. This needs to be secured by the S106 planning obligation.

#### Transport

- 8.50 In response to the comments received from the County Council, the applicant has provided further information regarding the transport implications of the development and potential mitigation measures. This work is currently being assessed by the County Council and comments are awaited. An update will be provided on the Amendment Sheet.

### **9.0 CONCLUSION**

- 9.1 In my view, the proposed development accords with development plan policies and government guidance. The

proposed building is of a scale, mass and design which is appropriate to its setting within an Area of Major Change and of a significantly high quality which justifies the removal of an existing building in the Conservation Area. Subject to conditions, the impact on neighbouring properties would be minimal. I recommend that the application is approved, subject to conditions and the completion of a S106 agreement.

## 10.0 RECOMMENDATION

**APPROVE** subject to completion of the s106 Agreement by 31<sup>st</sup> October 2015 and the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

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

2. 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.

3. Submission of Preliminary Contamination Assessment:

Prior to the commencement of the development (or phase of) or investigations required to assess the contamination of the site, the following information shall be submitted to and approved in writing by the local planning authority:

(a) Desk study to include:

- Detailed history of the site uses and surrounding area (including any use of radioactive materials)
- General environmental setting.
- Site investigation strategy based on the information identified in the desk study.

(b) A report setting set out what works/clearance of the site (if any) is required in order to effectively carry out site investigations.

Reason: To adequately categorise the site prior to the design of an appropriate investigation strategy in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13.

4. Submission of site investigation report and remediation strategy:

Prior to the commencement of the development (or phase of) with the exception of works agreed under condition 3 and in accordance with the approved investigation strategy agreed under clause (b) of condition 3, the following shall be submitted to and approved in writing by the local planning authority:

(a) A site investigation report detailing all works that have been undertaken to determine the nature and extent of any contamination, including the results of the soil, gas and/or water analysis and subsequent risk assessment to any receptors

(b) A proposed remediation strategy detailing the works required in order to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters. The strategy shall include a schedule of the proposed remedial works setting out a timetable for all remedial measures that will be implemented.

Reason: To ensure that any contamination of the site is identified and appropriate remediation measures agreed in the interest of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13.

5. Implementation of remediation.

Prior to the first occupation of the development or (or each phase of the development where phased) the remediation strategy approved under clause (b) to condition 4 shall be fully implemented on site following the agreed schedule of works.

Reason: To ensure full mitigation through the agreed remediation measures in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13.

6. Completion report:

Prior to the first occupation of the development (or phase of) hereby approved the following shall be submitted to, and approved by the local planning authority.

(a) A completion report demonstrating that the approved remediation scheme as required by condition 4 and implemented under condition 5 has been undertaken and that the land has been remediated to a standard appropriate for the end use.

(b) Details of any post-remedial sampling and analysis (as defined in the approved material management plan) shall be included in the completion report along with all information concerning materials brought onto, used, and removed from the development. The information provided must demonstrate that the site has met the required clean-up criteria.

Thereafter, no works shall take place within the site such as to prejudice the effectiveness of the approved scheme of remediation.

Reason: To demonstrate that the site is suitable for approved use in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13

7. Material Management Plan:

Prior to importation or reuse of material for the development (or phase of) a Materials Management Plan (MMP) shall be submitted to and approved in writing by the Local Planning Authority. The MMP shall:

a) Include details of the volumes and types of material proposed to be imported or reused on site

b) Include details of the proposed source(s) of the imported or reused material

c) Include details of the chemical testing for ALL material to be undertaken before placement onto the site.

d) Include the results of the chemical testing which must show the material is suitable for use on the development

e) Include confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development. All works will be undertaken in accordance with the approved document.

Reason: To ensure that no unsuitable material is brought onto the site in the interest of environmental and public safety in accordance with Cambridge Local Plan 2006 policy 4/13.

8. Unexpected Contamination:

If unexpected contamination is encountered whilst undertaking the development which has not previously been identified, works shall immediately cease on site until the Local Planning Authority has been notified and/or the additional contamination has been fully assessed and remediation approved following steps (a) and (b) of condition 4 above. The approved remediation shall then be fully implemented under condition 5

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13.

9. No construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

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

10. There should be no collection or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

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

11. The development shall be implemented in accordance with the submitted Drainage Strategy, prepared by Mott MacDonald, dated April 2015.

Reason: To prevent the increased risk of flooding. (Cambridge Local Plan 2006, policy 4/16)

12. Prior to the commencement of the development hereby approved (including any pre-construction, demolition, enabling works or piling), the applicant shall submit a report in writing, regarding the demolition / construction noise and vibration impact associated with this development, for approval by the local authority. The report shall be in accordance with the provisions of BS 5228:2009 Code of Practice for noise and vibration control on construction and open sites and include full details of any piling and mitigation measures to be taken to protect local residents from noise and or vibration. Development shall be carried out in accordance with the approved details.

Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

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

13. No development shall commence until a programme of measures to minimise the spread of airborne dust from the site during the demolition / construction period has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

Reason: To protect the amenity of nearby properties Cambridge Local Plan 2006 policy4/13

14. Prior to the occupation of the development/use hereby permitted, a scheme for the insulation of the plant in order to minimise the level of noise emanating from the plant shall be submitted to and approved in writing by the local planning authority and the scheme as approved shall be fully implemented before the use hereby permitted is commenced.

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

15. Prior to the commencement of development/construction, a noise insulation scheme detailing the acoustic noise insulation performance specification of the external building envelope (having regard to the building fabric, glazing and ventilation) shall be submitted to and approved in writing by the local planning authority. The scheme shall achieve the internal noise levels recommended in British Standard 8233:2014 "Sound Insulation and noise reduction for buildings-Code of Practice".

The approved scheme shall be fully implemented and a completion report submitted prior to the occupation of the noise sensitive development and shall thereafter be retained as such.

Reason: To protect the amenity of future occupants of this property from the high ambient noise levels in the area (Cambridge Local Plan 2006 policy 4/13)

16. Before the development/use hereby permitted is occupied, a scheme for the insulation of the emergency generator in order to minimise the level of noise emanating from the said generator shall be submitted to and approved in writing by the local planning authority. The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall thereafter be retained as such. The scheme shall include the following:

(i) Generator - Use

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

(ii) Generator - Hours of Running for Maintenance

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

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

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

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

18. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details of glass type(s) to be used in curtain walling/windows/doors or other glazed features shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

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

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

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

20. Notwithstanding the details shown on the approved plans, full details of the external treatment of the cycle stores, including roofs or canopies to all

external storage areas, green/brown roofs etc. shall be submitted to and approved in writing by the local planning authority prior to commencement of works to provide the cycle stores. The development shall be implemented and maintained in accordance with the approved details.

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

21. Prior to the commencement of installation of any roof mounted equipment, full details of all solar panels [water pre-heat, etc.] and/or photovoltaic cells, including type, dimensions, materials, location, fixing, etc. shall be submitted to and approved in writing by the local planning authority. In bringing forward such details the applicant is reminded of the restrictions imposed on the height of buildings under the outline planning approval and encouraged to site such features so as not to be visible from ground level. The development shall be carried out in accordance with the approved details.

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

22. Prior to the commencement of occupation full details of the security arrangements to provide for safe use of the basement car parking areas, shall be submitted to and approved by the local planning authority in writing. The approved provisions for safe use of car parking facilities shall be provided prior to the first occupation and shall be retained thereafter unless otherwise agreed in writing by the local planning authority.

Reason: To provide convenient and safe access to cycle storage areas. (Cambridge Local Plan policy 8/6)

23. Prior to the commencement of occupation, a lighting plan including details of the height, type, position and angle of any external lighting shall be submitted

to and approved in writing by the local planning authority. The development shall be implemented and maintained in accordance with the approved plan.

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

24. No rooftop plant shall be constructed on the building hereby approved until such time as full details, to a large scale, of any rooftop plant screening systems to be installed, where relevant, have been submitted to and approved in writing by the local planning authority. This may include the submission of samples of mesh/louvre types and the colour(s) of the components. Colour samples should be identified by the RAL or BS systems. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the details of development are acceptable. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

25. Full details of surface treatments, cladding or other means of finishing the visible face(s) of all retaining walls to ramps providing access to the basement(s) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter all ramps shall be finished in accordance with the approved details.

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

26. Prior to commencement of development full details of the specification, location and number of nest boxes for Swifts, Kestrels, and Black Redstarts, and nests and tubes for Bats shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To provide adequate alternative habitats to sustain protected species (Cambridge Local Plan 2006, policy 4/7)

27. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants noting species, plant sizes and proposed numbers/densities where appropriate; an implementation programme; and tree pit and planter details (including any root volume systems, drainage and irrigation details). This will also include information about soils; preparation and cultivation.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridgeshire and Peterborough Structure Plan 2003 policy P1/3 and Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

28. All hard and soft landscape works shall be carried out in accordance with the approved details, and to a reasonable standard in accordance with the relevant recommendation of the appropriate British Standard or other recognised code of good practice. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed by the local planning authority in writing. The maintenance shall be carried out in accordance with the approved schedule. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the local planning authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the local planning authority gives its written consent to any variation.

Reason: To ensure provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved design. (Cambridgeshire and Peterborough Structure Plan 2003 policy P1/3 and Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

29. Prior to the commencement of development full details of the location and specification of the geocellular crates shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that there is sufficient space for tree planting. (Cambridge Local Plan 2006, policy 4/4)

**INFORMATIVE:** Condition 29 - It is not acceptable for the geocellular crates to be located beneath the planters for the Lime trees

**INFORMATIVE:** Dust condition informative

To satisfy the condition requiring the submission of a program of measures to control airborne dust above, the applicant should have regard to:

-Council's Supplementary Planning Document - "Sustainable Design and Construction 2007":

<http://www.cambridge.gov.uk/public/docs/sustainable-design-and-construction-spd.pdf>

-Guidance on the assessment of dust from demolition and construction

[http://iaqm.co.uk/wp-content/uploads/guidance/iaqm\\_guidance\\_report\\_draft1.4.pdf](http://iaqm.co.uk/wp-content/uploads/guidance/iaqm_guidance_report_draft1.4.pdf)

-Control of dust and emissions during construction and demolition - supplementary planning guidance

[https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014\\_0.pdf](https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014_0.pdf)

**INFORMATIVE:** To satisfy the plant noise insulation condition, the rating level (in accordance with BS4142:2014) from all plant, equipment and vents etc (collectively) associated with this application should be less than or equal to the existing background level (L90) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

Tonal/impulsive noise frequencies should be eliminated or at least considered in any assessment and should carry an additional correction in accordance with BS4142:2014. This is to prevent unreasonable noise disturbance to other premises. This requirement applies both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 15 minute period).

It is recommended that the agent/applicant submits a noise prediction survey/report in accordance with the principles of BS4142: 2014 "Methods for rating and assessing industrial and commercial sound" or similar, concerning the effects on amenity rather than likelihood for complaints. Noise levels shall be predicted at the boundary having regard to neighbouring premises.

It is important to note that a full BS4142:2014 assessment is not required, only certain aspects to be incorporated into a noise assessment as described within this informative.

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

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

**INFORMATIVE:** Electricity substations are known to emit electromagnetic fields. The Radiation Protection Agency has set standards for the release of such fields in relation to the nearest premises. The applicant should contact The National Grid EMF unit on 0845 702 3270 for advice regarding the electric/magnetic fields that are associated with electric substations.

**INFORMATIVE:** The applicant is advised that work should be carried out in accordance with BS 7121: code of practice for the safe use of cranes.

**2. Unless prior agreement has been obtained from the Head of Planning, in consultation with the Chair and Spokesperson of this Committee to extend the period for completion of the Planning Obligation required in connection with this development, if the Obligation has not been completed by 31<sup>st</sup> October 2015, or if Committee determine that the application be refused against officer recommendation of approval, it is recommended that the application be refused for the following reason(s):**

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

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