

Application Number	15/0906/FUL	Agenda Item	
Date Received	5th June 2015	Officer	Mrs Sarah Dyer
Target Date	4th September 2015		
Ward	Trumpington		
Site	32 - 38 Station Road And Adjacent Land Cambridge Cambridgeshire CB1 2JH		
Proposal	The demolition of 32-38 Station Road and the construction of a new office building comprising 16,937sqm (GIA) of office floorspace (Class B1) and 614 sqm (GIA) of retail/ cafe and restaurant (Class A1/A3), including ancillary accommodation/facilities with an additional double level basement and up to 124 car parking spaces, with associated plant, up to 626 internal and external cycle parking spaces, and hard and soft landscaping.		
Applicant	C/o Agent United Kingdom		

<p>SUMMARY</p>	<p>The development accords with the Development Plan for the following reasons:</p> <p>The proposed building is of a scale, massing and design which are appropriate to its setting within an Area of Major Change and of a sufficiently high quality to justify the removal of Buildings of Local Interest.</p> <p>The Outline consent for the Station Area development is a very significant material consideration and the development accords with that consent in all regards with the exception of site area.</p> <p>The application includes mitigation measures to ensure that all of the impacts of the development are dealt with both</p>
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	<p>independently and as part of the wider Masterplan</p> <p>The decision of the Inspector to allow the appeals against the refusals of planning permission/Conservation Area Consent under references:</p> <p>12/0496/CAC, 12/0502/FUL, 12/1553/CAC and 12/1556/FUL is a material consideration.</p>
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 and to the east of the access serving the Warren Close development. The western half of the site is occupied by 32-38 Station Road (Wilton Terrace) part of which accommodates Brookgate's Offices (the applicants). The eastern half of the site was previously occupied by offices serving the Rank Hovis site that have been demolished as part of the CB1 development. This part of the site is currently in use as a contractor's compound and as a temporary space for hot food wagons.
- 1.2 To the south of the site are the Warren Close housing development and the Ceres housing development which also formed part of the CB1 development. There is an art workshop currently occupying the ground floor commercial unit in the Ceres complex. A six storey block of flats at Warren Close sits behind the western half of the site and a public square and a seven storey block of flats sits behind the eastern half. To the west the site is bounded by the access road serving Warren Close beyond which are office buildings. To the east is Murdoch House a three storey office block with undercroft which fronts the Station. To the north the site is bounded by Station Road beyond which are the former Red House site that has planning permission for a hotel and a site which is currently under development as an office building.

1.3 The site is within the Station Area Redevelopment Framework Boundary and within the Central Conservation Area No.1. 32-38 Station Road is Buildings of Local Interest (BLIs) as is the Mill and Silo (part demolished) that sit to the southeast. The Station is a listed building. The site falls within the controlled parking zone.

2.0 THE PROPOSAL

2.1 Full planning permission is sought for the demolition of 32-38 Station Road and an office development comprising two linked office blocks that will be known as 50 and 60 Station Road. 50 Station Road is to occupy the western part of the site and 60 the eastern part. A reserved matters application could not be submitted because the layout of the block does not conform to the approved Parameter Plans.

2.2 Although the application is not constrained by the Outline permission, the approved Parameter Plans which represent the approved Masterplan are a significant material consideration in the assessment of the application. I will make reference to the Masterplan throughout my Assessment.

2.3 In total the two office buildings will deliver 16,492 sq m of office floor space compared with 16,473 sq.m, 16,427 sq. m and 15,900 sq m in the earlier schemes. The key difference between this scheme and the two previous schemes is that single floorplate will be delivered in contrast to two separate buildings. In addition to this floorspace 547.5 sq. m of retail floorspace is proposed compared with 225 sq. m of retail space in the previous schemes. This will be provided in the south east corner of 60 Station Road where it fronts the public square and in a 'pod' on the Station Road frontage.

2.4 Car and cycle parking is provided within the blocks with further cycle parking within the landscaped areas around the buildings. Another key change is that access to the car park is proposed via Warren Close. The application also includes detailed proposals for the northern end of the Southern Access Road (Mill Park).

2.5 The key differences between this scheme and the previous schemes are as follows:

- Connection of the floorplates to 50 and 60 across the central gap from ground to seventh floor
- Substitution of two separate entrance lobbies on Station Road with a single primary lobby serving the whole building and a secondary entrance serving the ground floor only of no. 50
- Rearrangement of internal cores so that combined office floors 1 to 6 can be used in any configuration from a single large tenancy to three smaller ones
- Removal of core to North West Corner
- Removal of stair cores to South East and South West of both 50 and 60
- Alterations to the façade
- Relocation of the car park ramp parallel to the southern boundary
- Re-location of car park entrance gates to face Warren Close
- Provision of a double basement with lower and upper basement levels.
- Revisions to cycle parking to provide 620 spaces (232 Sheffield stands/388 double stackers)
- Revisions to car parking to provide 119 car parking spaces (1 space per 147 sq m)

2.6 The application is accompanied by the following supporting information:

1. Covering letter from Savills
2. Planning Application Forms
3. Plans and elevations – Drawing list by Grimshaw
4. Design and Access Statement by Grimshaw(with input from Bidwells, Robert Myers Associates and Beacon Planning)
5. Heritage Statement by Beacon Planning
6. Planning Statement (including Statement of Community Involvement) by Bidwells
7. Acoustic Report by Hilson Moran
8. Air Quality Report by Hilson Moran
9. Archaeological Statement by Cambridge Archaeological Unit
10. BREEAM Pre-assessment report by Hilson Moran
11. Car Park Ventilation Strategy by Hilson Moran
12. Daylight Report on Overshadowing by Mott Macdonald
13. Ecology Report by RPS

14. Energy and Sustainability Statement by Hilson Moran
15. Estate Management Strategy by Bidwells
16. Surface/foul water strategy by Mott Macdonald
17. Ground Contamination report by Mott Macdonald
18. Landscape Proposals by Robert Myers
19. Landscape Management Plan by Robert Myers
20. Transport Assessment and Travel Plan by Mott Macdonald
21. Waste Management Strategy by Mott Macdonald

2.7 The following additional information has been submitted to address issues raised by consultees as follows:

Clarification of cycle parking numbers, distribution and access arrangements (62 spaces for retail use/564 for office use – total 626 spaces (6 additional spaces))

Revised air quality statement to ensure consistency with the Transport Assessment

Response to comments from Waste Officer

Response to comments from Senior Sustainable Construction Officer

Increase in retail floorspace to 614 sq m (from 547.5 sq m) and reduction in office floorspace from 16,942 to 16,937.

2.8 Amended plans are also to be submitted and will be referred to on the amendment sheet. These will address:

Allocation of seven blue badge parking spaces for disabled people in the basement parking area

Clarification of upper and lower basement and access arrangements

Provision of four charging points for electric vehicles

Response to comments made by the Urban Design and Conservation team.

3.0 SITE HISTORY

3.1 Site History

Reference	Description	Outcome
05/1166	Conservation Area Consent for demolition buildings on the Rank Hovis site	A/C

06/0266/OUT	CB1 Station Area Redevelopment	A/C
09/0031	Conservation Area Consent for demolition buildings on the Rank Hovis site	A/C
11/1303/FUL	Demolition of 32 – 38 Station Road and erection of two office buildings	Withdrawn
11/1351/CAC	Conservation Area Consent for demolition of 32-38 Station Road	Withdrawn
12/0496/CAC	Conservation Area Consent for demolition of 32-38 Station Road	Refused Appeal Allowed
12/0502/FUL	Demolition of 32 – 38 Station Road and erection of two office buildings	Refused Appeal Allowed
	Non Material Amendment for Realignment of SAR	Approved
12/1553/CAC	Conservation Area Consent for demolition of 32-38 Station Road	Refused Appeal Allowed
12/1556/FUL	Demolition of 32 – 38 Station Road and erection of two office buildings	Refused Appeal Allowed
13/0978/CAC	Conservation Area Consent for demolition of 32-38 Station Road	Refused

13/0997/FUL Demolition of 32 – 38 Station Road and erection of two office buildings Refused

3.2 This application follows on from the refusals of planning permission and CAC by the Planning Committee in July 2012, March 2013 and September 2013. The July 2012 and March 2013 decisions were the subject of appeals to the Planning Inspectorate which is to be held by Public Inquiry in October 2013.

3.3 The reasons for refusal of the July 2012 planning application (ref. 12/0502/FUL) were as follows:

1. The proposed building by virtue of its overall scale and massing would have an overly dominant impact on the Station Road frontage to the detriment of the streetscene and the Conservation Area contrary to policies 3/4, 3/7, 3/12 and 4/11 of the Cambridge local Plan 2006.

2. The development fails to make adequate provision for car parking which would be likely to result in overspill parking into nearby residential areas, which would have a detrimental impact on the amenity of residents of those areas. The development is therefore contrary to policy 8/10 of the Cambridge Local Plan 2006.

3. The public benefit arising from the development fails to provide sufficient justification for the demolition of Buildings of Local Interest, which are recognised as heritage assets. The development is therefore contrary to policy 4/12 of the Cambridge Local Plan 2006 and to guidance provided by the National Planning Policy Framework.

4. The proposed development does not make appropriate provision for transport mitigation measures/infrastructure provision, mitigation of potential for overspill parking, the funding and agreement of the Travel Plan Co-ordinator, public art, relocation of a community facility, restriction on occupation of offices and monitoring in accordance with Cambridge Local Plan 2006 policies 3/7, 5/11, 7/2, 8/3, 9/9 and 10/1. Cambridgeshire and Peterborough Structure Plan 2003 policies P6/1, P9/8 and P9/9 and as detailed in the Planning Obligation

Strategy 2010, the Public Art Supplementary Planning Document 2010 and the Southern Corridor Area Transport Plan 2002.

3.4 The associated Conservation Area consent (CAC) application (Ref. 12/0496/CAC) was also refused for the following reasons:

1. The proposed demolition is contrary to policies 4/11 and 4/12 of the Cambridge Local Plan (2006) and paragraph 136 of the National Planning Policy Framework 2012 in that in the absence of an approved redevelopment scheme that has a contract for redevelopment and which preserves and enhances the character or appearance of the Conservation Area by faithfully reflecting its context or providing a contrast with it, the demolition of the buildings would result in the loss of a heritage asset in the form of Buildings of Local Interest which contribute positively to the character and appearance of the Conservation Area.

2. The public benefit from the development fails to provide sufficient justification for the demolition of Buildings of Local Interest, which are recognised as heritage assets. The development is therefore contrary to policy 4/12 of the Cambridge Local Plan 2006 and to guidance provided by the National Planning Policy Framework.

3.5 The reasons for refusal of the March 2013 planning application (ref. 12/1556/FUL) were identical to those for the July 2012 planning application with the exception of reason for refusal one which was revised as follows:

1 The proposed building by virtue of its overall scale and massing would have an unacceptably dominant impact on the Station Road frontage to the detriment of the streetscene and the Conservation Area contrary to policies 3/4, 3/7, 3/12 and 4/11 of the Cambridge Local Plan 2006.

The reasons for refusal of the March 2013 application for Conservation Area Consent (ref. 12/1553/CAC) were identical to those for the July 2012 application for Conservation Area Consent.

3.6 The September 2013 applications for planning permission and Conservation Area Consent (13/0997/FUL and 13/0978/CAC)

were refused for the same reasons as the March 2013 applications with the exception of the lack of car parking reason for refusal. These decisions were not the subject of a planning appeal.

- 3.7 Both the decisions made in July 2012 and March 2013 were the subject of a planning appeal. A Public Inquiry was held on 16-18 October 2013 and the Inspector issued his decision on 26 November 2013. The appeals were allowed and a costs award was made against the Council. A copy of the Inspectors Decision letter is attached at Appendix 2.

4.0 **PUBLICITY**

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|---------------------------|-----------------|
| 4.1 Advertisement: | Yes |
| Adjoining Owners: | Yes |
| Site Notice Displayed: | Yes |
| Public Meeting/Exhibition | Yes (see below) |
| DC Forum | No |

- 4.2 The applicant's organised a public consultation event on Thursday 26 March 2015 from 3.30pm to 7.30pm. Invitations to the public consultation event were sent to approximately 2,000 homes in Cambridge, including a designated area surrounding the applications site, and the CB1 Masterplan area as a whole. Invitations were also sent directly to those who objected to the consented appeal schemes that fell outside of this area. In excess of 30 people attended the consultation event and 10 Comment Forms were completed. The comments are summarised in the Planning Statement.

5.0 **POLICY**

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

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2006	3/1 3/4 3/6 3/7 3/11 3/12 3/13 4/4 4/11 4/12 4/13 4/14 4/15 5/11 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

Central Government Guidance	Community Infrastructure Levy Regulations 2010 National Planning Policy Framework March 2012 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95
Supplementary Planning Documents	Sustainable Design and Construction Waste Management Design Guide Planning Obligation Strategy Public Art

<p>Material Considerations</p>	<p><u>Citywide:</u></p> <p>Biodiversity Checklist</p> <p>Cambridge City Nature Conservation Strategy</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment</p> <p>Strategic Flood Risk Assessment (2005)</p> <p>Cambridge and Milton Surface Water Management Plan</p> <p>Cambridgeshire Quality Charter for Growth</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</p> <p>Cambridgeshire Design Guide For Streets and Public Realm</p> <p>Air Quality in Cambridge – Developers Guide</p> <p>Cambridge Shopfront Design Guide</p>
	<p><u>Area Guidelines:</u></p> <p>Southern Corridor Area Transport Plan</p> <p>Buildings of Local Interest</p> <p>Station Area Development Framework/Station Area Conservation Appraisal</p>

6.0 CONSULTATIONS

Cambridgeshire County Council (Engineering and Growth and Economy)

Application as submitted

6.1 Executive Summary

The sustainable transport contribution referred to in the TA will need to be discussed and agreed with CCC and secured through S106 in order to mitigate the development impacts. However, at this stage the impacts of the development need to be fully understood and therefore further information is required as detailed in the below response.

6.2 Overview of the Proposed Development

The development site is referred to as block I2 as part of the CB1 masterplan and 50-60 Station Road in the current application. However this application is a new full application which will be separate to the masterplan and therefore require all mitigation measures identified for this land parcel as part of the outline permission to be secured against this application.

Site Accessibility Audit

The audit of the local highway network including pedestrian, cyclists and public transport is acceptable to CCC, however consideration should be given to whether there are any limitations or inadequacies with the network which the development should mitigate.

Highway Safety

The accident data presented is up to September 2014 although more recent data is available, although this is not expected to impact greatly on the analysis presented.

32 Station Road Existing Trip Generation

The existing trip generation has been based on the CB1 trip rates agreed as part of the masterplan which are acceptable to CCC for the purpose of this assessment.

6.3 Proposed Development

Likely Staff Numbers

The proposed staffing levels are considered robust for the purpose of this application.

Site access

The site access is satisfactory. The potential for significant conflict is very small, given that the CB1 scheme overall prevents general vehicular access beyond the Southern Access Road, and flows will be relatively low compared to those currently experienced. Vehicles turning left out of Tenison Road will be restricted to those accessing the Southern Access Road or other parts of CB1 from Mill Road. It is only traffic from the bus interchange and southern access road that would prevent the right turn into Warren Close and so the chances of a tailback to Tenison Road are considered low.

Car Parking

The car parking provision is below maximum car parking standards. Details have been provided concerning the securing of car parking monitoring surveys on local streets, which is welcomed by CCC.

Cycle Parking

The cycle parking provision complies with minimum cycle parking standards. It should be made clear to staff how to get hold of a fob/ access card to be able to access the secure cycle parking proposed.

The details of the visitor parking management should be detailed and secured as part of a cycle management strategy as part of the Travel Plan for the site.

A cycle accumulation analysis should be provided for the site to demonstrate that the level of cycle parking provision is adequate for expected demand.

Trip Generation

Office Trips

The trip rates presented are consistent with those presented in the CB1 Revised Transport Assessment. It is not made clear how the accumulation profile for the site has been identified for the car parking accumulation analysis and therefore further details are required.

Retail Trips

Further evidence and justification is required concerning the assumption that all trips to the development will be linked trips.

Traffic Impact and Mitigation

The above concerns raised need to be addressed prior to CCC being in a position to comment on the impacts of the development, and potential mitigation measures, and therefore further information is required.

6.4 Active Travel Mitigation measures

The Travel Plan will need to be secured through Section 106 Agreement.

CCC do not agree that no further walking, cycling and public transport mitigation measures are required within CB1 to support the development, and request that the applicant identify limitations in the network and where improvements can be made.

The Hills Road/ Station Road and Tenison Road/ Station Road junction assessments were undertaken as part of the CB1 masterplan and subsequent applications which brought about improvements to each of the junctions. The development proposed results in relatively minor increases in vehicular trips compared to these analyses. In addition, the background flow is shown to have reduced overtime. Therefore the vehicular impact of the development is considered to be no worse than previously predicted.

Ordinarily CCC would require rerun of junction models however in this situation given the low increase in vehicular trip generation this is not required in this instance.

6.5 Basement Car Park Access

The applicant should confirm the stacking capacity within the site for those waiting to access the basement car park, in order for CCC to understand whether there is a potential impact on the public highway.

6.6 Travel Plan

The Travel Plan (TP) will need to be updated to reflect any changes to the TA and agreed with CCC prior to occupation. The TA should be secured through S106 agreement.

The pedestrian and cycle accessibility should be extended to incorporate all areas described, including access from the Carter Bridge.

The TP includes a cycle parking and management strategy which will need to be agreed prior to occupation.

Baseline Staff Surveys

The timing of the baseline staff surveys should be agreed with CCC.

It is not clear when the final travel plan will be provided to and agreed with CCC. This needs to be revisited.

Baseline Visitors Surveys

It is recommended that the staff and visitor surveys be undertaken at the same time.

Monitoring Surveys

A commitment should be included to provide to annual monitoring report to CCC for comment.

Interim Target Mode Split

The target for Car Drivers is 11% however on the basis of the estimated 1,389 staff and 124 car parking spaces this works out at only 8% of staff.

Active Travel - Walking and cycling

Recommend that free cycle training (including maintenance training) is provided to achieve best possible cycling figures.

Recommend provision of lockers for cyclists/runners/walkers and a drying room facility to allow all year cycling/walking.

Public Transport

Clarification is needed that TfC season and period ticket discounts are available on the train services into Cambridge [not on buses]. It is recommended that the developer provide bus services incentives.

Servicing & Delivery trips

It is not made clear what the mechanism will be for coordinating services and deliveries, will the occupier be encouraged to do so and if so when?

Management

Other than the commitment to provide a Travel Plan Coordinator it is not clear as to managements role and who the TPC will report to.

Travel Plan Coordinator

It is important the occupier(s) are engaged with prior to arrival on site. For their business and for their staff it is important that as much preparation for the move takes place as possible.

Review

This section should also state that if targets have been met that they should be adjusted to make them stretching. It is important to recognise that TPs that should be reviewed and adjusted accordingly.

It is recommended that the TP review should compare the results for One the Square with the best results in the TfC survey from the CB1 area in this way best practice can be disseminated and the best possible modal split achieved.

General comments

This TP does not make clear how its content will be delivered and how the new occupier will sign up to the measures and targets of this TP.

Related to the above point, this TP makes assertions that measures will happen (see 7.2). Some of these, for example provision of a Cycle to Work scheme and car park management will remain in the gift of the occupier. This relationship should be clarified.

6.7 Conclusions

The above issues need to be addressed before the transport implications of the development can be fully assessed. Accordingly CCC submits a holding objection.

Response in the light of additional information

6.8 Background

A Technical Note dated 16th July was provided to the County Council Executive Summary

The sustainable transport contribution referred to in the TA will need to be discussed and agreed with CCC and secured through S106 in order to mitigate the development impacts. There have been ongoing discussions with the applicant in order to agree a proportionate contribution.

Proposed Development Cycle Parking

The details of the visitor parking management should be detailed and secured as part of a cycle management strategy as part of the Travel Plan for the site. Details have been provided concerning the level of cycle parking demand compared to the cycle parking provision. This is considered to be acceptable to the County Council.

Trip Generation Office Trips

Details have been provided concerning the accumulation profile use for the site car parking accumulation analysis, which is acceptable to the County Council.

Trip Generation Retail Trips

The County Council consider that the assessment of the retail units is in line with previous applications for the development and therefore considered acceptable for the purpose of this application.

Traffic Impact and Mitigation

The County Council require a contribution be secured for wider off-site mitigation measures. There have been on-going discussions with applicant in order to agree a proportionate contribution.

Basement Car Park Access

The applicant has confirmed the stacking capacity available to the basement car park, which is considered acceptable to the County Council.

Conclusions

The County Council consider that the additional information provided addresses the outstanding issues raised in our previous response, therefore the development is acceptable subject to the following being secured: -

- A contribution will need to be secured with the applicant for wider off-site mitigation measures. There have been ongoing discussions with the applicant in order to agree a proportionate contribution.
- A Travel Plan prior to occupation
- A contribution towards the costs incurred in implementing a residential controlled parking scheme.

Head of Refuse and Environment

- 6.9 The development proposed is acceptable subject to the imposition of the condition(s)/informative(s) relating to construction/delivery hours, noise/vibration/piling, dust suppression, noise insulation, odour control, contaminated land and waste as standard conditions. Bespoke conditions are required to address plant noise insulation, odour filtration ductwork, opening hours and delivery hours.
- 6.10 Background information/additional comments:

Environmental Quality

Construction/demolition pollution

Pollution from the demolition and construction phases has the potential to affect the amenity of surrounding properties if not controlled. In the interests of amenity, EHO recommends the standard construction/demolition/delivery noise/hours and dust conditions.

Acoustic report

An acoustic report carried out by Hilson Moran. The report was undertaken to determine prevailing noise levels affecting the site and to propose plant noise boundary levels associated with the development.

Traffic noise

Hilson Moran's acoustic report concurs with previous assessments carried out on Station road for the CB1 masterplan that Station Road has a high level of traffic noise. Appropriate internal noise levels would not be achieved with open windows so alternative ventilation will be required. A full ventilation and glazing scheme is required. EHO therefore recommends a noise insulation scheme condition.

Plant

The details of plant will not be known until the development is occupied, therefore the standard plant noise condition is recommended to be discharged prior to occupation.

Substation

The ground floor plan indicates a substation. This will require assessment as part of the plant noise insulation condition with particular consideration of the low frequency noise. Health implications concerning the electromagnetic fields are outside EHO expertise and the applicant should take note of the recommended informative.

Café/Restaurant

Odour & Plant

The proposed café has the potential to harm the local amenity by means of odour and noise generated on site depending on the proposed establishment and type of cooking. EHO recommend the standard odour condition and informative. Noise from plant onsite associated with the café/restaurant is recommended to be conditioned via the standard plant noise condition.

It is strongly recommended that odour is discharged at roof height to aid in dispersal. This would require the design of the building to incorporate ducting at the design stage to avoid the difficulties of retrofitting. EHO recommend a condition to request this.

Opening hours

The use of the retail / café / restaurant and particularly night time deliveries risks serious harm to the amenity of the neighbouring residents of Warren Close and the residential blocks of CB1. EHO advises that the opening hours be restricted to 07:00-23:00hrs by a condition. EHO also recommend the food safety informative.

Retail/Catering

In addition to the proposed café pod located between 50 and 60 Station Road, the Design and Access Statement refers to the possibility of retail or catering at ground level with the possible use classes A1/A3/A4/A5. This requires clarification as the

application form only states A1/A3 use. The proposed ground floor plan only indicates A3 and office space.

The A1 and A3 use class proposals as per the application form are supported and further information would be required at the planning application stage if A4 and A5 were proposed. (Note – the agent has clarified that only A1 and A3 uses are proposed.

Contaminated Land

The full set of the contaminated land conditions is required.

Air Quality

- 6.11 This is a new application similar to two previous full applications (12/0502/FUL and 12/1556/FUL). It represents a significant intensification of use within the AQMA when compared not only with the existing use of the site but also with these earlier applications and also that agreed in the CB1 Masterplan.

This application proposes the provision of 124 car parking spaces and meets the criteria of Condition 57 of the CB1 outline planning permission (Car parking provision must not exceed 1 space per 125m²).

The Air Quality Statement (produced by Hilson Moran, dated May 2015) submitted with this application forms the basis of its assumptions on a figure of 225 car parking spaces associated with the current use when compared with the 124 car parking spaces proposed with this application. The statement concludes that the development represents a reduction of car parking spaces of 44% compared with current provision and that this development will not have an adverse impact on air quality.

This figure of 225 conflicts with information submitted in both the previous planning applications (12/0502/FUL and 12/1556/FUL); which identifies 119 car parking spaces associated with the site (76 with the Rank House Flour Mill Office and 43 for 32-38 Station Road). In addition no reference to the figure of 225 is contained within the Transport Assessment (produced by Mott MacDonald and dated May 2015) submitted with this current application; which recognises

that this development will generate additional two-way vehicle movements when compared with both previous applications.

6.12 EHO welcome the mitigation measures recommended in the Transport Assessment which include:

- Office Travel Plan – This should be implemented fully within the recommended timescales
- 620 cycle parking spaces
- Sustainable transport improvement contribution - we would welcome further clarification on this contribution and what it will support

EHO would like to see further commitment in recognition of the degree of intensification this application represents. This should include but is not limited to:

- Electric charging vehicle points
- Car club space
- Shared bike scheme (pool)

Waste

6.13 Office waste requirements are difficult to quantify. The RECAP guidance is correctly quoted in the Operational Waste Strategy document but the Waste Officer is concerned as they highlight that the overall quantities are too high for such a big block. The Waste Officer therefore concurs with the developers that 2000 litres per 1000m² is sufficient.

Similarly the Waste Officer is also concerned that the food waste provision is too high. The City Council does provide a separate food waste collection and it's a recommended material to separate out, but 1100 litre bins are too big for food waste as it's a very heavy material. The Council uses 140 litre bins or 240 litre bins if absolutely necessary.

Cambridge City Council offers a mixed dry recycling collection that includes paper, plastic, cardboard, glass and cans. This is common to other providers and means that space can be saved by mixing materials together. The council starts its commercial waste collections at 6 am. Refuse bins also need to be provided as not everything can be recycled.

Cambridge City Council's Commercial waste service would not recommend the use of compactors although recognise that they

will save space and in certain situations may be necessary. However, more frequent than weekly collections would also save space.

The waste and recycling for the café should be kept separate from the office waste unless the intention is to have a facilities management contract for the whole site with the cost of waste and recycling services included in this.

EHO recommend a waste condition.

Response in the light of additional information

- 6.14 Further comments are awaited in response to the revised Air Quality report and response to Waste Officers comments which will be reported on the Amendment Sheet.

Urban Design and Conservation Team

- 6.15 *Application as submitted*

SUMMARY OF CONCLUSION:

A number of clarifications and amendments are required before the application can be supported in design and conservation terms

Existing

- 6.16 The existing terraced houses (32-38 Station Road) are Buildings of Local Interest (BLI), in some ways, are pretty typical of their type and era and common enough in many larger towns and cities across Britain. These examples are slightly more decorative than is usual in Cambridge, with the 'crow-stepped' gables and red brick banding, quoins and so on. This may result from the locally well-known architect, Richard Reynolds Rowe, who did use such details and operated in the area and, if this could be indisputably proved, would give rather more weight to the history of the terrace.

Nonetheless, these houses are not particularly rare architecturally and have lost some of their residential character through changes-of-use, particularly by the unfortunate and visually prominent ramp occupying the front garden space of

the former surgery. The other item of interest is the 'no fines'-type concrete boundary wall that also occurs in front of the villas further down Station Road and again in Warkworth Street & Terrace nearby. This is believed to be a very early use of concrete but not enough research has been done to establish the rarity or historic value of these examples.

Proposed

- 6.17 The most significant change is the linking of the floorplates in 50 and 60 through the infilling of the gap between the two blocks. A number of other changes have also been introduced that are considered below.

Building Heights

The maximum building height, including rooftop plant and lift overruns, remains unaltered when compared to the approved schemes with 60 measuring 9 storeys (ground plus eight above) and 50 measuring 8 storeys (ground plus seven above) in height. The overall height of 34.1m identified in the CB1 height parameter plans is not exceeded by these proposals.

Connection of floorplates

A clear difference between these proposals and the previous schemes is the connection of the floorplates of 50 and 60 across where the central gap was located in the previous schemes, from ground floor up to and including the sixth floor.

These connecting elements will introduce landscape planters to both the north and south elevations at each of these floors and are recessed back from the main building lines (8.75m) to maintain a more broken massing and well-articulated elevations. The overall building form remains separated at the seventh and eighth floors creating articulation of the roofscape.

Visual impact

- 6.18 Whilst the height of the proposals remains at under the 34.1m parameter plan height, the linking the blocks and the other design changes mean that the impact of the scheme from a series of viewpoints was considered to be important in terms of assessing the overall acceptability of the revised scheme.

Section 4 of the submitted D&A Statement contains these views and allows an assessment to be made between the approved scheme and these proposals.

The views reveal that the overall changes to the massing of the building, through the introduction of the linking elements, is relatively minor and in many cases will not result in any change over the approach in the approved scheme.

Views 9, 10 and 11

The main impact of the changes is from the park looking north. In these views, the connecting floors are visible but are not considered to be detrimental. The massing of the previous scheme meant that the gap between the two blocks was effectively 'closed' in these views. The introduction of the linking floors results in south facing planted elevations being visible that improves the view from the park. The articulated upper floors remain maintaining the varied skyline.

View 12

The proposals remain visible above the massing of other consented buildings in the CB1 masterplan but remain visually separated from the retained and restored Mill building.

Sunlight and daylight impact

- 6.19 The applicant has submitted a sunlight and daylight assessment prepared in accordance with BRE "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2011) that assesses the impact of the proposals on adjacent buildings and assesses the daylighting within the building itself. The assessment reveals that the proposals meet or exceed the guidelines and are therefore acceptable in design terms.

Relocation of the basement access

- 6.20 In the approved scheme the basement car park was accessed to the east of the site and then via a ramp to the basement. The revised proposals have relocated the car park ramp parallel to the southern boundary which has allowed for the relocation of car park entrance gates to face Warren Close. This change

removes the access point from the 'ante-chamber' and so goes some way to improving the overall amenity value of this space.

Electricity sub-station

- 6.21 The location of the electricity sub-station rather compromises the gain achieved through the relocation of the basement car park access. Given the scale of the building and the desire to create a better address to the antechamber, the sub-station should be relocated within the envelope of the building. As proposed it creates a poor edge to the space and emphasises the back/service function to the southern elevation.

Elevations and materials

- 6.22 The proposed elevations are similar to those on the approved scheme but have been refined and are acceptable in design terms. The north-west corner of No.60 is improved over that in the approved scheme and creates a more articulated and pronounced form. This is important when looking west along Station Road and the Station itself as well as looking along the route created to the west of 'One The Square'. Materials will need to be conditioned if the application is approved.

Building Entrance

- 6.23 The scheme proposes the substitution of the previous two separate entrance lobbies onto Station Road with a single primary lobby serving the whole building and a secondary entrance just serving the ground floor of 50. Whilst understanding that the applicant wants to maximise the flexibility and therefore ability to let and divide the building to single or multiple occupiers, we are concerned that this second entrance into '50' will reduce the legibility of the building, in this case at ground floor level facing Station Road. The issues that the creation of a second reception space will have in terms of potentially reducing the transparency of the Station Road ground floor are a concern.

The signage strategy for the building needs to be carefully considered to avoid a proliferation of logos and signage that will undermine the crispness of the elevations.

A3 café pod

- 6.24 The submitted first floor plan does not show a partition between the A3 use and the office behind. The idea of the café 'pod' was to create additional activity and surveillance along this side of Station Road and therefore needs to be capable of being accessed independently of the main office building.

Conclusion:

- 6.25 Overall the proposals are supported in design and conservation terms but there are two issues raised herein that need to be resolved and/r clarified. The principal change of linking the two blocks has been assessed and the difference in the visual impact is minimal when compared with the approved scheme.

The approach to elevations and materials is supported and has the potential to create a crisply detailed and high quality building on a prominent site within CB1.

The lack of definition of the first floor café/restaurant space needs to be clarified on the submitted drawings.

The introduction of the electricity sub-station to the southern elevation adjacent to the ante-chamber is a retrograde step and undermines the benefits of relocating the vehicle access on to Warren Close. Given the prominence of the building and the need to create a good address to the antechamber, we consider that the sub-station should be relocated into the envelope of the building.

- 6.26 Conditions are recommended to address the following:

- Salvage condition
- Photographic record
- LB4 stonework details
- Coping to walls
- Non-masonry walling systems
- Glass types
- External joinery
- Low-pitched roof details
- Roof glazing
- Design and installation of the renewable energy source
- Rooftop plant screening

- Sample panel
- Samples
- Window cleaning gantry
- Signage Strategy
- Hard & soft landscaping scheme

Response to additional information

6.27 Further comments on the amended plans will be addressed on Amendment Sheet.

Senior Sustainability Officer (Design and Construction)

6.28 The development proposed is acceptable subject to the imposition of the same condition as condition 18 of the Outline Planning approval amended to take account of BREEAM Prediction Report submitted with the application.

6.29 Background information/additional comments

General approach to sustainable design and construction

The outline permission for the CB1 development set a requirement for all non-residential elements to achieve a minimum of BREEAM 'excellent'. While it is noted that this full application is not bounded by the conditions linked to the outline permission, the scheme being put forward has still been designed to achieve BREEAM 'excellent'. To demonstrate how this will be achieved, a BREEAM 2014 New Construction Report has been prepared. This demonstrates that the scheme is capable of achieving a BREEAM score of 78.36%, which provides a good margin above the minimum score required to achieve an 'excellent' rating. This approach is supported as is the overall approach to achieving BREEAM 'excellent'. The SSO (D and C) particularly welcomes the targeting of credits related to adaptability for projected climate change scenarios and structural and fabric resilience.

The Design and Access Statement and other documents including the Landscape Strategy and Drainage Strategy also highlights a number of sustainable design and construction measures that are to be implemented. The SSO (D and C) particularly supports the inclusion of green roofs on the cycle shelter, car park ramp roof and a green link between 50 and 60

Station Road, as well as the use of brown roofs. Given the multiple benefits that green and brown roofs offer, from surface water attenuation, biodiversity enhancement and reduction of internal cooling loads, this approach is fully supported. With this in mind the SSO (D and C) queries why no credits are being shown in relation to BREEAM credit Pol 03 credit 4 (minimising watercourse pollution) given that it is possible to ensure no discharge for rainfall events up to 5mm through the use of green roofs and other sustainable drainage measures.

Renewable Energy Provision

- 6.30 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.

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), carbon reduction of 16.7% 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 100 m² photovoltaic array, split across the roofs of 50 and 60 Station Road. Together these are predicted to result in a 48.4 tonne reduction in CO₂ emissions per annum (43 tonnes from the passive solar design and 5.4 tonnes from the photovoltaic panels), which equates to an 11.29% reduction in regulated emissions. This approach is fully supported.

Access Officer

Application as submitted

- 6.31 There needs to be 7 blue badge disabled parking spaces as close to the lift as possible. The current layout is not acceptable.

The glazing needs manifestation and there needs to be good colour contrast throughout.

Reception needs a dropped height counter, hearing loop and seating of various heights with arms and without.

Response to amended plans

6.32 Further comments on the amended plans will be addressed on Amendment Sheet.

Head of Streets and Open Spaces (Tree Team)

6.33 No comments received.

Head of Streets and Open Spaces (Landscape Team)

6.34 The Landscape Team support the scheme in principle. The following issues remain to be resolved:

- Review of approved construction methods and relationship with tree planting methodology.
- Selection of consistent species of lime trees.
- Details of planting over the pergola above the car park ramp.
- Removal of hessian wrappings from tree trunks post planting.
- Relationship between surface water drainage crates and tree planting
- Revised species in planting beds.

6.35 Fundamental discussions regarding the tree planting design need to occur and remaining details can be dealt with under condition.

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

Application as submitted

- 6.36 The Sheffield stands to the south and west of the building should be covered. Detail is needed regarding the proposed gradient of the stairs to the basement which should be no more than 1 in 4.

There appears to be space for one or two more Sheffield stands in the basement. This should be provided with a reduction in double decker stands if necessary as many users have problems with double decker stands due to large baskets, child seats etc.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

- 6.37 The foul and surface water drainage proposes to use a combination of green and brown roofs and is in accordance with the strategic surface water and foul drainage scheme for the site. The development proposed is acceptable subject to the imposition of a condition to ensure that the development is carried out in accordance with the submitted Surface Water Drainage Strategy.

Head of Streets and Open Spaces (Nature Conservation Officer)

- 6.38 No comments received

Historic England

- 6.39 HE does not want to comment in detail but offers general observations. HE considers that the impact of the development on the character and appearance of the Conservation Area and the setting of the listed Station is broadly similar to the approved appeal scheme. HE considers that it is important to ensure that the colour and texture of the materials palette for the building and landscaping complement or are consistent with other elements of the CB1 development.

Natural England

6.40 The development is unlikely to affect any statutorily protected sites. Standing advice is referred to in respect of protected species. The proposed development is within an area that Natural England considers could benefit from enhanced green infrastructure (GI) provision.

Environment Agency

6.41 No objection in principle. Conditions recommended to address contaminated land, risk to groundwater and pollution control. Informatives are requested regarding surface and foul water drainage, pollution control and other legislation. Advice is also provided for the applicant.

Anglian Water

6.42 No comments received.

Ministry of Defence (Air Safeguarding)

6.43 No objections.

Cambridgeshire Constabulary (Architectural Liaison Officer)

6.44 In terms of crime risk, security is such that crime against or within offices is low but there is a high incidence of crimes involving stolen cycles and some drug issues across some of the new developments within CB1.

It will be necessary for the car park to be secured out of normal office hours to prevent unlawful entry and rough sleeping.

The pedal cycle entry to the 1st basement level is shown from the west door with a slope/stairs down. Card/fob entry is needed.

In term of access to the pedestrian areas of the building at ground floor, this is controlled via turnstiles off reception. The door leading to the west office space off the ground floor would need a separate reception.

All stair cores/lifts leading off the basement parking area should be on card/fob access with override via reception in terms of visitor access.

There are a large number of Sheffield style stands, these racks will be a crime generator. There will also need to be a rigid management strategy to deal with abandoned cycles.

The underground car park and cycle storage should be covered by CCTV. The basement cycle parking could be gated and accessed via card/fob for added security. In view of the high risk of cycle crime in Station Road, the ALO requires that the external cycle racks be covered by CCTV; this is particularly important with the cycle racks to the rear which will be out of view out of offices hours and any CCTV would act as a deterrent.

Cambridgeshire County Council (Archaeology)

- 6.45 Taking into consideration the results of the previous archaeological investigations in the vicinity, and the impacts of previous land use, it is unlikely that the proposals would have a significant impact on heritage assets with archaeological interest. The demolition of Wilton Terrace will however result in the loss of significant undesignated built heritage assets and we would recommend that this is subject to a programme of historic building recording, to be secured by the inclusion of a suitable condition of planning permission.

Network Rail

- 6.46 No objection/observations.

CCTV team

- 6.47 No issues for CCTV.

Design and Conservation Panel

The revised proposals were presented to Cambridge City Council's Design and Conservation Panel (CB1) Sub-Panel at pre-app stage on Wednesday 11 February 2015

Design and Conservation Panel (Meeting of 11 February 2015)

6.48 1. Presentation – 50/60 Station Road and Blocks I1 & K1

The Panel were invited to comment on revisions made to the consented scheme for 50/60 Station Road.

50/60 have now been fused together to provide larger, more flexible units of space. Other changes include a single primary double height entrance on Station Road and access to car parking secured at the SW corner down Warren Close to improve pedestrian amenity in the 'antechamber square'. Stair cores to the SE and SW corners of both 50 and 60 have been removed, as well as the NW corner. Parapet heights remain unchanged.

The Panel's comments are as follows:

Massing

The lightening of the architectural language is appreciated. As the stair cores now gravitate towards the centre of the building, valuable pavement space has been gained which has resulted in an improved relationship with Station Road.

Colonnade

The architectural expression of the colonnade and the side elevations are both improved, providing a better experience at ground level.

Occupancy

The Panel were informed that market demand for large single floor plate offices of 30,000 sq ft were driving the current design changes. As 50 and 60 are to be built as a single building with continuous office floors at each level, the Panel highlighted the difference in the perception of access to the building depending on whether there is a single corporate occupant or a number of different tenancies.

Window planters (north facing)

The Panel expressed some scepticism as to the likely success of the north facing window boxes in such a gloomy space between two large blocks. They may be large enough to be sustainable in terms of irrigation and drainage, but with no access to direct sunlight, might struggle to be successful. As this planting is important to the look of the linking block, it will need a robust specification to achieve the bold concept outlined. A formal response is needed.

Amenity spaces

Cambridge station area has not yet begun to respond to the high volume of workforce expected to move onto this site over the coming years. There should be sufficient amenity space provided for employees within this major office building, with café areas and planted roof terraces seen as important and enjoyable spaces for relaxation.

Public art

The Panel would welcome some carefully selected form of artistic intervention on the stair tower as part of the site-wide Public Art Strategy.

Conclusion

This is a much improved proposal that will relate more effectively to the streetscape of Station Road.

VERDICT – GREEN (unanimous)

The Victorian Society

6.49 Object to the application on the following grounds:

- o Wilton Terrace contributes to the Conservation Area.
- o Wilton Terrace is a non-designated heritage asset recognised by the Council as a Building of Local Interest
- o Wilton Terrace may have been designed by Richards Reynolds Rowe
- o Buildings of this type are become more rare

- o The poor state of the frontage to Wilton Terrace and the ramp could be easily resolved
- o The present day Station Road is an example of how not to treat historic streets
- o There are other sites in the vicinity which could be developed for office use and Wilton Terrace retained
- o The Council has a duty to ensure that proposed development either preserves or enhances the Conservation Area.

Refusal is recommended.

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

7.0 REPRESENTATIONS

7.1 The owners/occupiers of the following addresses have made representations about either or both of the applications:

22 Albert Street
 67 Argyle Street
 122 Argyle Street
 95 Burnside
 43 Carisbrooke Road
 12a Cavendish Avenue
 17 Clarendon Road (2 comments from 2 people)
 130 Coleridge Road
 11 De Freville Avenue
 61 De Freville Avenue
 18 Devonshire Road
 58 Eltisley Avenue
 39a George Pateman Court
 35 Glenmore Close
 33 Glisson Road
 41 Glisson Road
 44 Glisson Road
 61 Glisson Road
 24 Grantchester Road
 10 Gwydir Street
 74 Hartington Grove (2 comments from 2 people)
 77 Hartington Grove
 26 Herbert Street

2 Highsett
33 Highsett
61 Highsett
82 Highsett
190 Huntingdon Road
55 Kingston Street
30 Lyndewode Road
35 Madingley Road
61 Maids Causeway
106 Mawson Road
112 Mawson Road
119 Mawson Road
5 Merton Street
3 Neville Road
9 Norwich Street
57 Norwich Street
19 Pakenham Close
21 Panton Street
11 Perry Court
2 Petersfield
26 Portugal Place
5 Rexbury Court, Sturton Street
16 Russell Court
45 St Barnabas Road
17 St Mark's Court
5 St Eligius Street
2 Saxon Street
27 Silverwood Close
30 Station Road
64 Sturton Street
6 Tenison Avenue
9 Tenison Avenue
25 Tenison Avenue
36 Tenison Road
116 Tenison Road
Holland House, 4 Upper Gwydir Street
19 Water Street
9 Wilberforce Road
9 Willow Walk

2 The Rookery, Balsham
20 Hinton Way, Great Shelford
24 Mill Lane, Impington
24a King Street, Over

7.2 The representations can be summarised as follows:

Loss of Existing Buildings

Existing buildings are an asset.

Design and Access Statement does not include a picture of Wilton Terrace in the site context section.

A detailed visual record of Wilton Terrace should be provided in the Heritage Statement.

The demolition of the buildings will remove the heritage context of the Station and schools/Wilton Terrace should be retained. (40)

The building/façade could be retained and development carried out behind to provide a transition from ancient to modern. (3)

The existing buildings could be converted to family homes.

Wilton Terrace should be converted into restaurants/cultural space and the gardens developed. (3)

Other options should be considered for instance a mixed use residential scheme. (2)

The Council should be fighting for a historic building designed by one of Cambridge's most notable Victorian architects. (2)
The Mill building barely visible in a 'canyon of development' and this more obvious landmark should be retained.

We need to keep our heritage if we are to avoid becoming just another new town. That is the impression one gets from the station now.

The properties are beautiful examples of the work of the architect who helped shape Victorian Cambridge. If these properties are demolished station road will look devoid of character.

There will be no public benefit – the developers will benefit (4)

The public benefit arising from the developments is not credible.
(2)

The New Buildings

New buildings are not appropriate in a Conservation Area (7)

The new buildings do not respect the site context/not high quality design (10)

Height and massing of building

Too many large ugly buildings are going up/new CB1 development not appropriate for Cambridge. (10)

Support for CB1 development but knocking down Wilton Terrace is a step too far.

The scale of new buildings dwarfs the Station and is made of materials which conflict with its materials and traditional design

Design and construction are mediocre/banal/brutal (3)

The design is brutal and overbearing and reminiscent of the Marke.

The new development will make Station Road bland.

The new buildings are excessive in height and will dominate the Station. (2)

The design is inappropriate at the entrance to the City (7)

Design does not compensate for loss of Wilton Terrace

The only building in the area which has been praised is the low-rise building in the Botanic Gardens.

Scale of building is larger than previously outlined/significant increase in size by 792 sq m (14)

Increase in size by 42% compared with Outline scheme (11,506 compared to 16,942sq m) (2)

The space between the two buildings as previously proposed should be retained/the proposed building is too massive. (24)

If a link is needed, it should have more 'drama' e.g. a ziggurat design.

The internal arrangement of the approved building should be modified as opposed to scaling up.

The buildings will appear dominant in the skyline/negative impact on the historic city skyline. (2)

Cambridge skyline guidance relevant – immediate and wider impacts, adverse impacts arising from groups of inappropriately designed tall buildings, tall buildings as landmark buildings (2)

Query whether the Council has a policy on building heights – moderate height would be better.

The Shadow Study does not make reference to impacts on the street/public realm. (3)

Views study concentrates on Hills Road Bridge and does not address other views in the Conservation Area. (3)

Impact on residential amenity

Overshadowing of Warren Close

Other Issues including Trees, Amenity and Parking

There will be an increase in traffic, noise and disturbance. (7)

Reference to reduction of traffic in Station Road since 2011 is questioned/traffic impact should be based on peak time flows/traffic survey is out of date (2)

Increased car parking will result in increased traffic (3)

How will improvements to deal with additional traffic be funded?

The amount of car parking (124 spaces) should be reduced to reduce traffic to the development (2)

Commuters may use car park

Additional problems resulting from traffic queuing to enter car park off Warren Close blocking traffic and affecting use of Station Road by cyclists.

The green space provided as part of CB1 has been blocked off for over a year.

Adverse impact of large scale buildings on the wellbeing of people who live and work in the area

There less need for offices than residential development for families. Working patterns are changing. (3)

Loss of trees

Commerce should not be the Council's priority

Commercial tenancy is not a planning matter.

Development is not in the public interest.

No further development should be permitted until the current 'disgraceful mess' around the Station is resolved.

Procedural Issues

The process of dealing with previous applications was poorly managed by official parties.

The D and C Panel were never asked to look at the destruction of many buildings of local interest/listed buildings.

The Heritage Statement was produced by people who used to work for the Council.

Documents are referred to which were produced by Beacon Planning at council tax payers expense raising the question of conflict of interest.

7.3 Councillor Gillespie objects to the application on the following grounds:

1. Large increase in floorspace of the proposed development
The latest proposal is 17,490 sqm (16,943 is office space, the remaining 547 sqm is retail). The proposed development is 792 sqm larger than the previous proposal. The footprint of the buildings is already too large and high for the size of the site.

2. Height of the building (9 and 10 storeys)

The Cambridge Local Plan (2006) Policy 3/13 (Tall Buildings and the Skyline) states that 'New buildings which are significantly taller than their neighbours and/or rooftop plant or other features on existing buildings, will only be permitted if it can be demonstrated that they will not detract from Local visual amenity; ... Conservation areas and their settings; Listed buildings and their settings; Historic landscapes and their settings and; Key vistas, the skyline and views within over and from outside the city.'

The demolition of a Victorian terrace (listed as a Building of Local Interest by the City Council) near the Grade 2 listed station in the Cambridge Central Conservation Area, and replacing it with two tower blocks, linked together, will negatively impact the historic city skyline.

3. Linking the two separate towers so they become a single block

The new 'link', which would contain office space, is 6 storeys high and increases the massing, so it effectively becomes one building rather than two.

7.4 The following residents associations made comments about the previous applications but no comments have been received from them about this application:

Brooklands Avenue Area Residents Association

Newtown Residents Association

Rustat Neighbourhood Association

7.5 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. Environmental Assessment
3. Context of site, design and external spaces
4. Impact on Heritage Assets
5. Public Art
6. Renewable energy and sustainability
7. Disabled access
8. Residential amenity
9. Refuse arrangements
10. Other environmental impacts
11. Transport Impact
12. Highway safety
13. Car and cycle parking
14. Third party representations
15. Planning Obligation Strategy

Principle of Development

8.2 In my view the principle of the development has been established by the outcome of the planning appeal. The Inspector took the view in his Decision Letter that

‘Paragraph 35 Wilton Terrace makes a positive contribution to the character and appearance of the Central Conservation Area but not one so great that consent for demolition should be withheld in the face of an acceptable redevelopment scheme. That was also the conclusion when outline planning permission was granted for the CB1 development in 2010. The outline permission assumed demolition of Wilton Terrace but, wholly understandably, it was thought more appropriate for a conservation area consent application to accompany a detailed redevelopment proposal. There has been no material change of circumstances since the outline permission was granted that could warrant a full reappraisal of how development of the

appeal site and Block 12 of the CB1 scheme should be undertaken. Retention of the terrace would tend to be out of keeping with the evolving character and appearance of Station Road. And, lastly, the design quality of the proposed development would enhance the character and appearance of the Conservation Area'

- 8.3 The Inspector's Decision is a very strong material consideration and in my view establishes that the principle of demolition of Wilton Terrace and redevelopment is acceptable.

The Secretary of State has advised that he has received a request to consider the call-in of the application against the Government's Call-in Policy as set out in the Ministerial Written Statement dated 26 October 2012. I have attached the Call-In Policy at Appendix 2. The Secretary of State will only consider the application against the call-in policy once the Council is minded to approve the application. Should the council refuse the application then the Secretary of State will have no further interest in the call-in request. The Secretary of State asked that the decision notice not be issued until he has had time to consider the call-in request.

Restriction on occupation of office development

- 8.4 Policy 7/2 of the Local Plan permits new office development for occupation by a business that can demonstrate that it provides an essential service for Cambridge as a local or sub-regional centre or exceptionally where there is a proven need for a regional function only. This is sometimes known as a 'local user condition'. The s106 Agreement for the outline application secures such control over the future occupation of office development within the scheme and it is necessary to secure the same arrangement for this proposal. This can be achieved through the s106 Agreement.
- 8.5 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

- 8.6 In my view the following issues are of relevance to this part of my Assessment, where appropriate I have highlighted the

differences between the current scheme and the earlier schemes:

The Masterplan, Parameter Plans and the Design and Access Statement for the Outline application

Building Design – Layout

Building Design – Height

Building Design – Elevations and Materials

Building Design – Phasing

External Space – Design and Materials

External Space – Tree removal and planting

Nature Conservation

The Masterplan, Parameter Plans and the Design and Access Statement for the Outline application

- 8.7 The development is not constrained by the approved Parameter Plans in the same way as applications for reserved matters. However in assessing whether or not the design of the building is appropriate for its context it is useful to consider the Parameter Plans and the assumptions that underpin them. The parameter plans 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 buildings of such height and mass would be acceptable in the context of the site. The approved schemes for the site which were allowed at appeal are also a very strong material consideration.
- 8.8 The key Parameter Plans that relate to the design of buildings and spaces are:
- PP3 Building Layout (+ maximum balcony/canopy overhang 1.5m)
 - PP4 Building and Ground Conditions (building height (maximum height of occupied floorspace + maximum plant/lift

motor rooms 2 m), building height above proposed ground level, proposed ground level (+/- 0.5m tolerance), existing ground level and proposed ground floor setback)

□ PP6 Public Realm and Open Space

These Parameter Plans were informed by the Design and Access Statement that was submitted to support the Outline application.

8.9 Block I2 that is approved for this part of the Masterplan was always intended to be the largest new block in the scheme. In the report that was considered by Planning Committee in October 2008 the following comment is made about Block I2:

‘Part of the argument in favour of a tall building on Block I2 is that in order to fulfil the key aim of providing for a high quality transport interchange a certain level of development will need to be brought forward to fund such a facility. Insurmountable constraints in terms of the setting of the listed Station buildings, the Mill and Silo, the desire to create a civic space in front of the Station surrounded by buildings of an appropriate scale to the space with fixed parapet height and the proximity of development of a domestic scale at the edges of the site lead to the only conclusion that if a tall building is to go anywhere it can only be accommodated on the site of Block I2.’

8.10 At the time of the Outline consent concerns were expressed about the impact that a building that extended to the maximum parameter plan envelope could have on the site context. For this reason the maximum floor area of the block was set at 75% of the block as a whole. The Design and Access Statement set out how such a volume may be brought forward for example by providing two linked blocks with a full height atrium.

8.11 The building that is now proposed, although of a single floorplate continues to reflect the two linked buildings massing option that was set out the Design and Access Statement. The rhythm of building volumes and open spaces along Station Road is also respected and the pair of buildings is set forward in the street that was another key requirement of the original Design and Access Statement.

8.12 The 60 Station Road element of the building is one storey higher than 50 Station Road. This supports the principle established by the Masterplan that building height should increase along Station Road and culminate in this location. The assumption that Block I2 would only be built out to 75% of its potential development envelope also means that the building needs to be strongly articulated to reduce its mass. The proposed buildings have achieved this level of articulation in my view and I explain this in more detail below. However, this scheme is not bound by the 75% build out restriction of the Outline consent which defined a floorspace for the building which equated to 75% of the maximum parameter plan block.

8.13 The applicants have clearly considered the key elements of the original Design and Access Statement for this part of the Station Area Development. In general the principles of the Design and Access Statement have been respected. The main difference between the approved Parameter Plans and the development that is being brought forward is the extent of the footprint of the block. However this has already been established as acceptable in principle by the approved schemes.

Building Design – Layout

8.14 The building presents a frontage to Station Road 56 m wide. The 9 metre wide gap between number 60 and number 50 is retained but the two parts of the building are connected from ground floor up to seventh floor. The following table sets out the set back of the link from the north and south elevations.

Floor level	Set back north (Station Road)	Set back south (Public Square)	Depth of link
Ground	5m	6m	32m
First	1.5m ([pod projects forward)	10m	26m
Second to Sixth	9m	10m	25m
Seventh	21m	21m	3.5m
Eighth	No link (floor 8 in 60 Station Road only)	No link (floor 8 in 60 Station Road only)	No link

- 8.15 Both buildings incorporate a colonnade at ground and first floor to Station Road and the upper floors of the buildings project over the colonnade to 6 metres from the edge of the carriageway on Station Road.
- 8.16 Within the colonnade to no. 60 there is a double height glazed projection that serves as a reception area. In contrast to the earlier schemes there is no double height entrance feature on no. 50 where the entrance to the ground floor only will be low key. This is appropriate given the single footprint nature of the building in my view but the UDC team has raised some anxiety about the legibility of the building and whether this 'second' reception will reduce the transparency at ground floor level. I can understand their anxiety but it is not a matter that can be easily controlled as internal fit outs do not constitute development. Between the two buildings at ground floor level is a separate shop/café unit and at first floor a projecting 'pod' which is accessible from within the building. The UDC team has suggested that the first floor pod should also be accessible from the ground floor i.e. independently from the offices. I have asked the applicant to consider this and expect amended plans to be submitted to address this point. I will report further on the Amendment Sheet.
- 8.17 A further change to the layout of the building is that the stair core serving 60 Station Road no longer projects from the Northeast corner of the building at the Station Road/SAR junction. The main stair core is now in the middle of the building with a secondary core on the west (Warren Close) elevation.
- 8.18 Retail space is also accommodated in the Southeast corner of 60 Station Road. It is also set back under a colonnade by approximately 3.5m facing the SAR and 3m to the rear facing the public square. The south eastern corner of the building is no longer chamfered under this double height colonnade and the southern elevation at ground and first floor level not set at an angle.
- 8.19 The access arrangements have been revised and car access is now provided off Warren Close directly into car park. This has the capacity to greatly improve the space to the South of the building which accommodates cycle parking, a substation and

service space. I share the view of the UDC team that incorporating the substation into the building would optimise the improvement that can be achieved. The applicants have been asked to consider relocation of the sub-station and I will report further on the Amendment Sheet.

Building Design – Height

- 8.20 The overall height of the building is not constrained by the Outline Planning Consent in this case. However it is useful to compare the proposed scheme with the approved Parameter Plans. This will enable a consideration to be made about how well the building will sit in the overall Masterplan.

Table – Comparison between approved Parameter Plans and Proposed Development		
	60 Station Road	50 Station Road
<u>Parameter Plan Height</u> occupied floorspace	34.1m	34.1m
<u>Parameter Plan Height</u> including Plant/Lift Overrun	36.1m	36.1m
Proposed Height occupied floorspace	32.2 m	28.5 m
Proposed Height including Plant/Lift Overrun	36.1 m	32.4 m
Proposed Top Floor Set Back North elevation/Station Road	4.6m	4.6m

Proposed Top Floor Set Back South elevation/Public Square	4 m	4.6m
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8.21 The table demonstrates that both buildings sit within the parameters for the maximum height of Block I2. 60 Station Road is proposed to be one storey taller than 50 Station Road at 9 storeys plus roof plant. This is the same arrangement as the approved scheme and the proposed heights are very similar.

8.22 The stair tower on the north eastern corner of number 60 which was a feature of the approved scheme has been removed and this corner of the building is set back against the projecting colonnade and upper floors of the building. This change is supported by the UDC team and the D and C Sub Panel which notes that this result in increased pavement space.

8.23 To the south the height differential also works well. The taller number 60 will sit opposite the tallest block in the Blue Phase at 22.5m forming the south and north sides of a new public space. Number 50, at its lower height will sit more comfortably with the existing block on Warren Close.

8.24 I have no objections to the approach that has been adopted to building height. Both buildings will sit well with other building in this part of the Masterplan.

Building Design – Elevations and Materials

8.25 The treatment of the elevations and the material are very similar for the two buildings. The predominant material is reconstituted stone which is used to set up a grid which wraps around both buildings. Glazing is set back behind the reconstituted stone grid and at roof level where the building is set back metal panels and glazing is used.

Station Road

- 8.26 The Station Road elevation is crucial in marking the arrival point for the building and addressing what is the most important street in the Masterplan Area. The colonnade allows the buildings to be set back from the street at ground and first floor level but the solidity is maintained internally so that the buildings 'meet the street' and an appropriate base is provided.
- 8.27 The first floor pod that projects out from between the two buildings sits on a concrete slab and is fully glazed; it has a 'green' roof. The glazed upper floors behind the stone grid provide an appropriate 'middle' section for the building and are reminiscent of the Deity buildings to the west. The double height grid on the upper floors below parapet level invigorates the façade and helps to reduce the mass and bulk to the buildings.
- 8.28 The link between the two parts of the building will be visible when facing the building on Station Road but will not be apparent when the building is viewed from a distance from the east and west because it is significantly set back.

Elevations to Public Space/SAR/Warren Close Access Road

- 8.29 The internal changes to the building result in a much reduced stair core in 50 Station Road which significantly reduces the amount of 'blank' wall to the Warren Close elevation. This helps the treatment of the Station Road elevation to wrap around the building. The D and C Sub Panel supports this change. The linking element will be visible from within the public space and I agree with the UDC team that this will improve the appearance of the building from this location.
- 8.30 In my view the treatment of the elevations and the choice of materials are very successful. The elevation treatment will reduce the scale of what was always to be a significant building in the Masterplan and the materials reflect the need to produce buildings of high quality as part of the redevelopment of this area. The elevation treatment and materials are the same as the previous schemes.

Building Design – Phasing

- 8.31 The building would not be built as two phases which was part of the previous proposals.

External Space – Realignment of the SAR

- 8.32 The realignment of the SAR is not significant in itself but it does introduce changes to the external environment around the proposed buildings and the wider Masterplan. The SAR previously had an alignment that formed part of a wider grid of routes through the site to the rear of the blocks fronting the Station Square and the Bus Interchange. The function of this route is unchanged by the realignment but the visual impact is altered. Instead of forming a crossroad with the access running to the North side of Station Road the SAR is off set and the corner to Number 60 closes the vista. The grid of routes through the area was considered to be of importance to the Masterplan but I do not think it was given such a degree of importance that it is sacrosanct. The realignment of the SAR is crucial to the delivery of the development on this site and in my view should be supported.

External Space – Design and Materials

- 8.33 The development delivers the SAR and completes another part of the public square to the south. The SAR will be surfaced in asphalt with red granite setts to mark the junction and the entry into the public square. The public square and the hard surfaced areas around the building will be finished in paving slabs to match the hard surfacing elsewhere on CB1.
- 8.34 There are five types of planted area in and around the building:

Tree planting to the Station Road and SAR frontages (see below)

A Green Roof on the projecting pod to the Station Road frontage

Planters attached to the linking element facing north and south and on the terrace areas

A pergola over the car park access ramp on the southern boundary

A living roof over the external cycle park.

The details of these planting areas are set out in the Landscape Proposals document. The roof terrace areas are accessible to people occupying the buildings.

On street cycle parking is accommodated on the Station Road, SAR and Warren Close frontages.

External Space – Tree removal and planting

- 8.35 There are existing trees in front of and behind 32-38 Station Road, which will all be removed as part of the development. Agreement in principle to the removal of these trees was given as part of the Outline Planning permission.
- 8.36 New trees are to be planted as part of the development in the form of six small leafed lime trees on the Station Road frontage and five pear trees on the SAR (where previously four were proposed). The lime trees have an ultimate height and spread of 10 m by 4.5 m and the pear trees 8 m by 3 m. The Landscape Officer has raised concerns how tree planting will be carried out. In my view the detailed landscaping condition (41) that I have recommended will address this point and other detailed matters raised by the Landscape Officer.

Nature Conservation

- 8.37 The Ecology Report that supports the application refers to the wider scheme for ecological mitigation that has already been agreed in relation to the wider development. In common with the approved schemes I have recommended a condition (43) which addresses the need to agree the specification and location of the kestrel box.

Conclusion - Context of site, design and external spaces

- 8.38 In my view the changes that have been made to the design of the building and associated external spaces should be supported. The proposed development is very similar to that which already benefits from planning permission and I have recommended the conditions suggested by the UDC team to secure control of the detailed design of the building (25 to 40). In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11 and 3/12.

Impact on Heritage Assets

- 8.39 The application is supported by a Heritage Statement as required by paragraph 128 of the National Planning Policy Framework (NPPF). Officers in the Urban Design and Conservation Team have not raised any concerns about this analysis and support the scheme subject to the imposition of planning conditions to address matters of detail.
- 8.40 The applicants have correctly identified the heritage assets that are affected by the development as 32-38 Station Road which are Buildings of Local Interest (BLIs) and the Conservation Area including the Station and associated buildings, the villas on the north side of Station Road and the Mill. The NPPF includes buildings that are locally listed in the definition of a heritage asset.
- 8.41 The appeal decision has established that the principle of demolition of 32-38 Station Road (Wilton Terrace) is acceptable provided an acceptable redevelopment scheme was agreed. The Inspector considered the proposed scheme before him to be an appropriate replacement. Given the similarity between the approved scheme and the proposed scheme and the support from Heritage England, the D and C Sub Panel and the UDC team I think it would be very difficult to justify refusal of planning permission on the basis that Wilton Terrace should be retained. I have recommended conditions to address the salvage of materials and to secure a photographic record (23 and 24).
- 8.42 In reaching this recommendation I am well aware of the strength of local opposition to the demolition of Wilton Terrace. However this should not outweigh the status of Wilton Terrace which has been clearly established by the Appeal decision.
- 8.43 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 4/11 and 4/12 and guidance provided by the NPPF.

Public Art

- 8.44 The application does not bring forward any detailed proposals for public art. It is anticipated that this will be secured via the s106 Agreement that will require the submission and approval

of a Public Art Delivery Plan. In my view this is an appropriate way forward. I would normally expect a development of this scale to include public art proposals within the planning application, however in this case I do not think this is essential.

- 8.45 Although the application is a 'freestanding' full planning application in my view public art must be considered in the wider CB1 Masterplan context. The applicants are happy with this approach. A CB1 Public Art Strategy has already been agreed and pre-submission discussions have commenced on a proposal for public art in Station Road. It seems sensible to me that this site should be part of that proposal and this can be secured via Public Art Delivery Plan.
- 8.46 Subject to the submission and approval of a Public Art Delivery Plan, 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

- 8.47 The application is supported by an Energy and Sustainability Statement and BREEAM Pre-Assessment. A Sustainable Development Checklist has also been completed.
- 8.48 The Energy and Sustainability Statement indicates that the emphasis of their approach has been through passive design such as improved building fabric and external shading. Photovoltaic and solar thermal panels are also incorporated in the revised design. The Senior Sustainability Officer is satisfied with this approach and accepts that the development is not strictly compliant with Policy 8/16. The approach to meeting BREEAM 'excellent' and the overall levels of carbon reduction being achieved are fully supported.
- 8.49 In my opinion the applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with the Sustainable Design and Construction SPD 2007. The approach is unchanged in comparison with the previous applications and I have recommended the condition proposed by the Senior Sustainability Officer (46) and another condition to ensure compliance with the approved strategy (47).

Disabled access

- 8.50 The Design and Access Statement does not address the question of disabled access in any great depth. The Access Officer has raised concerns regarding parking provision for disabled people and I have asked the applicants to address this. The Access Officer has also raised issues that can be dealt with by an informative.
- 8.51 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

Warren Close

- 8.52 The closest residential units are the flats on Warren Close development to the south of the site of 50 Station Road. A single block accommodates numbers 130 to 153 Warren Close. This block sits approximately 9 metres off the site boundary at its closest point and will be 21 metres from the main body of the office building. Car parking which serves the flats sits adjacent to the boundary. The flat block is 6 storeys high and therefore not an insubstantial building in itself but 50 Station Road will be two storeys higher plus roof plant. The principle outlook from the flats is toward the open space to the south but there are some secondary windows and the stair core on the north elevation facing the application site.
- 8.53 The new buildings will sit to the north of the existing flat block, which means the flats will overshadow the offices and not the other way around. The key residential impacts therefore arise from overlooking, increased sense of enclosure, loss of privacy and noise and disturbance.

Overlooking and loss of privacy

- 8.54 There is potential for overlooking or interlooking between the offices and the flats but the impact of this is reduced significantly by the size and secondary nature of window on the north side of the flats. The only internal space that will be overlooked is the stair core and externally the car park. I do not

consider that this will be an adverse impact and could be argued as a benefit in terms of natural surveillance.

Increased sense of enclosure

- 8.55 The relative scale of the buildings will lead to an increased feeling of enclosure particularly in the car park area serving the flats. However this is more than compensated for by the larger public space, which will be provided to the northeast.

Noise and disturbance

- 8.56 The location of the access to the car park and the cycle park may generate additional noise to the north of the flats but in my view the level of disturbance unlikely to be significant. The Environmental Health Officer (EHO) has recommended conditions relating to construction activities, opening times, plant noise and odour that I have included in my recommendation (12 to 22).
- 8.57 The other flats within Warren Close will be further away from the development and will not be significantly affected once the buildings are completed. It is worth noting that the previous schemes for the site were considered unlikely to have any impact on residential amenity.

CB1 Blue Phase

- 8.58 This phase of the CB1 development has been completed and is occupied. Block L1 will be located 15 metres from the site boundary and there will be a minimum building-to-building distance of 30 metres. The space between Block L1 and 60 Station Road will form the new public space between the Park and the Station Square.
- 8.59 Block L1 is a substantial building at 7 storeys but 60 Station Road will be two storeys higher plus roof plant. The orientation is favourable in terms of overshadowing and the impacts on residential amenity will be similar to those described in relation to the Warren Close flats. The key difference is that some flats in Block L1 have a principal outlook toward the new offices; however the potential overlooking impact is mitigated to some degree by the separation distance of 30 metres. This

arrangement is unchanged in comparison with the previous schemes.

- 8.60 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

- 8.61 Space for storage of waste produced by the office use is provided in the basement. A lift is provided so that bins can be moved directly to the street so that the refuse vehicle can park in the rear service to service the building. Space for storage of refuse generated by the retail units will be provided within the unit itself at ground floor level. The EHO is content with this arrangement subject to a condition to secure the detailed arrangements. The Waste Management Strategy that has been submitted references the RECAP Waste Management Design Guide.

- 8.62 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12 and conforms to the RECAP Waste Management Design Guide.

Other environmental impacts

- 8.63 The EHO has identified the following issues as of relevance to the consideration of the application. I have set out below my recommendations on how they can be addressed:

Air Quality – although the EHO is concerned about the way in which car parking impacts have been assessed he welcomes the mitigation measures set out in the Transport Assessment/Travel Plan. Any further comments received in relation to the Revised Air Quality report will be reported on the Amendment Sheet.

Contaminated land – the eastern part of the site (60 Station Road) has been adequately assessed but a condition is required to address the western part (50 Station Road).

- 8.64 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 4/13 and 4/14.

Transport Impact

- 8.65 The application is supported by a Transport Assessment (TA) that has been carried out under the guidance of the County Council. The TA addresses the existing conditions, the proposed development, trip generation and assignment and junction capacity.
- 8.66 The TA predicts that once fully occupied, 50/60 Station Road is predicted to generate an additional 17 pedestrian, 38 cycle, 32 public transport and 11 two-way vehicle movements during the AM peak hour compared to the most recently consented scheme. During the PM peak hour, the site is predicted to generate an additional 16 pedestrian, 36 cycle, 29 public transport, and 9 two-way car movements.
- 8.67 To mitigate the impact of the 50/60 Station Road development trips during the peak travel periods, the following measures are proposed by the TA:
- Implementation of an Office Travel Plan;
 - Provide car parking at a ratio of 1 space per 141 sqm GIA, below the CB1 maximum standard of 1 space per 125 sqm;
 - Provide 620 cycle parking spaces
 - Pre and Post construction surveys of the level of on-street parking on the local residential streets (a repeat of the surveys conducted in October 2011 ref CB1 Cambridge Parking and Pedestrian Interview Report) and if deemed necessary by Cambridgeshire County Council, fund the implementation of a resident parking scheme (up to a contribution level of £75,000).
- 8.68 The TA states that the developer recognises that the proposed scheme will generate additional trips to and from the CB1 development. It is therefore proposed that a sustainable transport improvement contribution will be provided to assist funding transport schemes that improve the accessibility of the CB1 site from the surrounding local area. This contribution to be discussed and agreed with CCC and will replace the Cambridge Guided Bus (CGB) and Southern Corridor Area Transport Plan (SCATP) contributions provided for the previous 50/60 Station Road applications.

- 8.69 The County Council have reviewed the additional information provided by the applicants and now support the way in which the transport impact has been assessed.
- 8.70 Mitigation measures will be necessary to address the traffic and transport impacts of the development. These are still under discussion by the County Council. I will provide an update on this issue on the Amendment Sheet.

Highway Safety

- 8.71 The application includes the realignment of the Southern Access Road and the detailed access arrangements for the building. The Highway Authority has raised no objection to these details on the grounds of highway safety.
- 8.72 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

Car and Cycle Parking

Car Parking

- 8.73 A total of 124 car parking spaces are provided in the basement including seven spaces that are large enough for use by disabled people (6%), this compares with 83 spaces in the approved scheme. The adopted car parking standards allow for a maximum of one car parking space per 100 m² of office floorspace and disabled parking only for retail uses. By application of these standards a maximum of 169 car parking spaces could be provided. The level of car parking provision is lower than this maximum and equates to 1 space per 137 sq m (previously 198 sqm).
- 8.74 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 sq m
50/60 Station Road PROPOSED	124	1 space per 137 sq m
Microsoft (excluding temporary car park)	35	1 space per 280 sqm
Block J2	40	1 space per 186 sqm

8.75 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

8.76 The updated information submitted in response to comments made by the Walking and Cycling Officer is as follows:

Cycle Parking Provision

A combination of ground and basement cycle parking is provided for 50/60 Station Road. The surface level cycle parking will provide spaces for the retail units, office visitors and

staff. The plans provided with the note sets out how the cycle parking will be allocated. The proposed allocation is also summarised below:

- A3 staff/visitor retail spaces:
 - o 42 spaces along Mill Park;
 - o 20 spaces along Station Road; and
 - o Total 62 spaces

- Office spaces:
 - o 26 visitor spaces along Station Road;
 - o 48 staff spaces along Station Road;
 - o 44 staff spaces along Warren Close;
 - o 80 staff spaces to the rear of 50/60 Station Road; and
 - o 366 staff spaces in the upper basement.
 - o Total 564 spaces

The 626 cycle parking spaces have been allocated based on proximity to the main building entrances. The retail spaces have been allocated adjacent to and opposite the A3 retail units. The office visitor spaces have been allocated opposite the main reception entrance. The remaining spaces are allocated to 50/60 office staff. Retail staff will also have access to the covered cycle spaces to the rear of 50/60 Station Road.

The surface level bicycle parking is uncovered, except the spaces to the rear of 50/60 Station Road, adjacent to the basement car park access ramp. The bicycle parking adjacent to the basement car park access ramp provides 40 covered double stacking spaces (80 spaces).

Cycle Parking Access

Cycle access to the basement cycle store is solely via the staircase accessed from Warren Close. Access to stairs will be controlled by key fobs/staff cards to prevent unauthorised use. Cyclists will not access the basement cycle store via the vehicle ramp. This is to ensure cyclists are separated from vehicles entering and exiting the basement levels.

A review of the space required to manoeuvre a bicycle through 90 degrees has been undertaken. To take account of the concerns regarding the amount of space between the top of the steps and door, the landing area has been increased. In total

2.4m is provided which is sufficient space for a bicycle to turn 90 degrees through the door and access to the wheeling ramps. The Cambridge Cycle Parking Guide for new developments recommends a space of 1.8m by 2.4m is available to turn a bicycle through 90 degrees. The revised layout therefore provides sufficient space for a bicycle to be turned and placed on the wheeling ramps.

At the basement level there is 1.8m between the foot of the stairs and the boundary wall which is sufficient space for a bicycle to leave the stairs and be turned through 90 degrees to enter the cycle park.

The proposed staircase for access to the basement cycle store will be 1.9m wide with wheeling channels of 0.3m width on either side. This will provide adequate width for two people to wheel cycles on the stairs from opposite directions. The staircase will have a maximum gradient of 30 degrees (50%) and a total length of 7.5m, including a 1.8m central landing.

8.77 A total of 626 cycle parking spaces are located in and around the building including 366 spaces in the basement accessed via a segregated ramp and 80 in the rear cycle park. Application of the adopted cycle parking standards indicates that up to 63 spaces should be provided for use by the commercial units and 565 spaces for the office employees/visitors. The cycle parking provision accords with planning policy in terms of overall numbers.

8.78 The cycle parking as revised delivers cycle parking in four ways:

- Basement level parking (366)
- Cycle store (80)
- Warren Close frontage (44)
- Station Road frontage (94)
- SAR (Mill Park) frontage (42)
- Total street frontage cycle parking 180 spaces (28%)

This compares with the following arrangement of cycle parking previously approved:

- Ground level cycle parking on Sheffield stands between the office buildings (28 spaces)

- Ground level cycle parking on double stackers between the office buildings (286 spaces)
- External Cycle Store rear of 50 Station Road – Sheffield stands spaces (112 spaces)
- 146 spaces on Sheffield stands adjacent to Station Road, the Southern Access Road and to rear of 60 Station Road.

8.79 I support the concept of a mix of types of cycle parking (70% double stackers/30% Sheffield stands) although it is not as favourable as the 50/50 split previously proposed.

8.80 28% of cycle parking is on street. This has a visual impact and is challenging in terms of availability for use by the occupiers of the development and their visitors. The applicants have confirmed that the CB1 'estate' will be a managed environment and they consider the occupiers of the building and the Management Company will be able to control the use of cycle parking spaces. The Travel Plan indicates how a Cycle Parking Management Plan will work.

8.81 The Cycle Parking Management Plan includes a cycle parking management strategy, which will consist of the following:

- Discreet signage on the stands to deter authorised use
- Allocation of a space on arrival for visitors
- Active surveillance of cycle parking
- Registration of cycles used by staff and the issue of a Bicycle Permit to be displayed on the cycle
- Requests for immediate removal of unauthorised cycle by concierge
- Removal of unauthorised cycles within 24 hours of two written warnings.

8.82 A similar system currently operates at the Mott MacDonald Offices on Station Road. In my view this level of control is acceptable and will ensure that cycle parking space is available for authorised users only. I have recommended a condition to secure submission and approval of the Travel Plan and a Cycle Parking Management Plan (condition 50).

8.83 The details of the Travel Plan and its implementation need to be secured by the s106 Agreement. I have recommended conditions to secure disabled parking provision and to secure safe access to the basement cycle/car park.

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

Third Party Representations

8.85 I have addressed the majority of the issues raised via third party representations above. The following table indicates the relevant sections of my Assessment. The issues raised are generally the same as were raised in relation to the earlier schemes the exception is the comparison that is being drawn with the scale of the approved scheme which I deal with at paragraphs 8.86 and 8.87 below.

Issue	Reference
Loss of Existing Buildings	<p data-bbox="815 1066 1310 1106">Impact on Heritage Assets</p> <p data-bbox="815 1149 1310 1532">Suggestions as to how Wilton Terrace could be retained in whole or part and converted to other uses have been raised before. However we can only make a decision on the basis of the submitted plans.</p> <p data-bbox="815 1574 1310 1861">In reaching his decision on the Appeal the Inspector accepted the developer's argument that the development would help to deliver wider public benefits.</p>

The New Buildings	<p>Context of site, design and external spaces</p> <p>The Council has adopted guidance in the form of Cambridge City Council - Guidance for the application of Policy 3/13 (Tall Buildings and the Skyline) of the Cambridge Local Plan (2006) (2012). This guidance post-dates the Outline planning consent for CB1 but detailed consideration was given to appropriate building heights as part of the determination of the Outline application. The Guidance does not itself rule out the development of tall buildings.</p> <p>The Shadow Study and Views Assessment are sufficient to allow the impact of the development to be fully considered.</p>
Impact on residential amenity	Residential amenity
Other Issues relating to Trees, Amenity and Parking	<p>Introduction</p> <p>Context of site, design and external spaces</p> <p>Residential amenity</p> <p>Car and cycle parking</p>

- 8.86 Third party representations have been made that the scale of the building is larger than previously outlined, that there has been a significant increase in size by 792 sq m and that the increase in size compared with the Outline permission is 42% (11,506 compared to 16,937sq m). It is true to say that the amount of floorspace of the proposed 50/60 Station Road is much greater than indicated for block I2 of the CB1 Masterplan approved under the Outline consent. However the building footprint is much larger and the Inspector accepted that a building 16,171 sq m in size is acceptable. The total size of the proposed building is now 17,551 sq m. The office space has increased by 1037 sq m and the retail by 343 sq m. This represents a 6.5% increase in office space and 126% increase in retail space and an 8.5% increase overall in comparison with the approved scheme (12/1556/FUL). The increased floorspace is derived from the two office buildings being joined together.
- 8.87 Full planning permission is sought which means that the amount floorspace is not limited by the Outline consent. The impacts of the additional floorspace have been fully assessed and in the view of officers there are no reasonable grounds to resist the principle of an increase in floorspace over and above the approved scheme.
- 8.88 Third party representations also raise concerns about procedural issues. I can confirm that the Design and Conservation Panel are routinely asked to consider redevelopment proposals involving the removal of buildings. The issue of potential conflict of interest of the heritage consultants acting for the developers has been raised previously and officers are content that no such conflict of interest arises.

Planning Obligations

Community Infrastructure Levy Regulations 2010

- 8.89 The Community Infrastructure Levy (CIL) Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three

tests. Each planning obligation needs to pass three statutory tests to make sure that it is

- (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.

In line with the CIL Regulations, councils can pool no more than five S106 contributions towards the same project. The new 'pooling' restrictions were introduced from 6 April 2015 and relate to new S106 agreements. This means that all contributions now agreed by the city council must be for specific projects at particular locations, as opposed to generic infrastructure types within the city of Cambridge.

S106 Agreement relating to the Outline Planning Consent

8.90 Although this is a full planning application, which would result in the grant of a freestanding planning permission, it is my view that an understanding of the s106 Agreement for the Outline consent remains important. 50/60 Station Road will be constructed on the site of what would have been Block I2 and part of Block I1. Block I2 falls within the Red phase of the development and Block I1 in the Green phase.

8.91 The implementation of development in the Red Phase e.g. Block I2 would trigger the following commuted payments/infrastructure under the Outline consent:

- Submission and approval of the Public Art Delivery Plan for the Red Phase.
- Local User condition restriction
- Relocation Strategy for Woodlands Surgery
- Hills Road/Station Road junction works
- Sub-phase payments towards SCATP and CGB including deferred payments
- Agreement of Travel Plan Co-ordinator and Travel Plan

8.92 The implementation of development in the Green Phase e.g. Block I1 would trigger the following commuted payments/infrastructure under the Outline consent:

- Submission and approval of the Public Art Delivery Plan for the Green Phase
- Local User condition restriction
- Scheme for Station Square including a Management Plan
- Sub-phase payments towards SCATP and CGB
- Submission of details of the Northern Access Road
- Agreement of Travel Plan Co-ordinator and Travel Plan

8.93 The mitigation measures that are identified for the Red Phase are capable of being secured via the section 106 Agreement for 50/60 Station Road for the reasons that I have set out in my Assessment. Only a small part of the Green Phase falls within the application site and development of this site does not preclude development within Block I1. Under these circumstances I think it would be unreasonable to expect this development to comply with the requirements for the Green Phase. Applications have been submitted for other parts of the Green Phase, which are under consideration/determined.

Transport

8.94 The applicants are of the view that contributions towards the Southern Corridor Area Transport Plan (SCATP) and the Cambridge Guided Bus (CGB) are not appropriate. However they are in discussion with the County Council regarding a range of mitigation measures that should be funded in conjunction with the new development. I will provide an update on this on the Amendment Sheet.

8.95 The development also previously generated the need for improvements to the Hills Road/Station Road junction when considered in conjunction with other development within the CB1 Masterplan area. This work has now been secured against other CB1 development and is about to be implemented.

8.96 Overspill parking from the development has the potential to have an adverse impact on the amenity of residents in the vicinity of the site. A pre-construction and post occupation parking survey is necessary to assess the impact of the

development the outcome of which may be the establishment of a Residents Parking Scheme. The costs of carrying out the survey and setting up the Scheme should be borne by the applicant.

- 8.97 The funding and agreement of a Travel Plan and Travel Plan Co-ordinator is also needed.
- 8.98 Subject to the completion of a S106 planning obligation to secure the payments towards mitigation measures, the car parking survey and mitigation and the Travel Plan/Travel Plan Co-ordinator, I am satisfied that the proposal accords with Cambridge Local Plan (2006) policies 8/2, 8/3, 9/9 and 10/1 and the Planning Obligation Strategy 2010.

Public Art

- 8.99 The development is required to make provision for public art and officers have recommended as set out in paragraphs 8.44 to 8.46 above that in this case provision for public art should be made on site via the submission and approval of a Public Art Delivery Plan (PADP). The PADP should be required to relate to the approved CB1 Public Art Strategy and the PADP for the Red Phase.
- 8.100 Subject to the completion of a S106 planning obligation to secure this infrastructure provision, I am satisfied that the proposal accords with Cambridge Local Plan (2006) policies 3/7, 9/9 and 10/1 and the Public Art SPD 2010.

Loss of Community Facility (Doctor's Surgery)

- 8.101A Relocation Strategy for the Surgery is no longer necessary because the surgery had relocated to Bateman Street.

Occupation Restriction (Offices)

- 8.102A Local User Condition is needed to ensure that the development is occupied in accordance with Development Plan policy. I have addressed this issue in paragraph 8.4.
- 8.103 Subject to the completion of a S106 planning obligation to secure the restriction on occupation, I am satisfied that the

proposal accords with Cambridge Local Plan (2006) policies 7/2, 9/9 and 10/1

9.0 CONCLUSION

- 9.1 The Inspector's Decision on the appeals lodged against the previous refusals of planning permission and Conservation Area Consent are significant material considerations. The current scheme is not identical to the approved development and differs in two key ways, the two buildings are linked to provide a larger floorplate which the applicants argue will be more appealing to future occupiers and the amount of car parking has been increased.
- 9.2 The changes to the scheme have been fully considered by officers with assistance from experts such as those on the Design and Conservation CB1 Sub Panel. Overall the changes to the building are considered to enhance its contribution to the area and the building will not appear as the overly dominant structure as is feared by the objectors. Additional car parking has the benefit of reducing the likely impact of dispersed car parking into residential streets notwithstanding that this needs to be carefully balanced against impacts on air quality.
- 9.3 In my view the quality of the building reflects its setting in an Area of Major Change and justifies the removal of Buildings of Local Interest in terms of being an appropriate replacement and bringing tangible public benefits in terms of the delivery of the wider Masterplan.

10.0 RECOMMENDATION

1. APPROVE subject to confirmation from the Secretary of State that he does not intend to call the application in and subject to the satisfactory completion of the s106 agreement by 31 January 2016 and subject to the following conditions and reasons for approval:

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

Reason: To ensure protection of groundwater (Cambridge Local Plan policy 4/13)

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

Reason: To ensure protection of the water environment (Cambridge Local Plan policy 4/13)

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

- a) Demolition, construction and phasing programme.
- b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.
- c) Prohibition of the burning of waste on site during demolition/construction.
- d) Site lighting.
- e) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
- f) Screening and hoarding details.

- g) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
- h) External safety and information signing and notices.
- i) Prior notice and agreement procedures for works outside agreed limits.
- t) Complaints procedures, including complaints response procedures.
- u) Membership of the Considerate Contractors Scheme.

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

12. 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)

13. 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)

14. 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)

15. 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

16. 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)

17. Prior to the occupation/use of the development, details of equipment for the purpose of extraction and filtration of odours shall be submitted to and approved in writing by the local planning authority. The approved extraction/filtration scheme shall be installed before the use hereby permitted is commenced and shall thereafter be retained as such..

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

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

Reason: To protect the amenities of nearby residents/occupiers and in the interests of visual amenity. Cambridge Local Plan 2006 policies 3/12 and 4/13

19. Before the development/use hereby permitted is occupied, 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)

20. Before the development hereby permitted is commenced, details of the location of associated duct work, for the purpose of extraction and/or filtration of fumes and or odours shall be submitted to and approved in writing by the local planning authority. The approved ductwork shall be installed before the use hereby permitted is commenced and shall thereafter be retained as such.

Reason: To protect the amenity of nearby properties and to ensure that the visual impact of the ductwork is acceptable. (Cambridge Local Plan 2006 policies 3/4, 3/12, 4/11 and 4/13)

21. The units in A1 and A3 use shall not be open outside the hours of 07:00 and 23:00 hrs.

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

22. Deliveries to both 50 and 60 station road and to the units in A1 and A3 use shall not be made outside the hours of 0700-2300hrs on Monday to Friday, 0800-1300hrs on Saturday or at any time on Sundays or public holidays.

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

23. Prior to demolition a method statement for the controlled demolition of the building, the salvaging of materials of construction [bricks, slates, etc.], architectural details [joinery, flooring, stained glass, carved and/or moulded work, door furniture, chimney pots, decorative metalwork, etc.] and structural timber, etc. and the sustainable recycling of these materials shall be submitted to and approved in writing by the LPA. The local planning authority shall then be supplied with written proof of the successful recycling of the materials.

Reason: In the interest of retention of materials of construction/architectural details (Cambridge Local Plan policy 4/12)

24. No development shall take place until a full photographic record and survey by measured drawing and salvage of samples has been made depicting the exterior and interior of the building (including any parts to be demolished) and a copy deposited with each of the following organisations: the Cambridgeshire Collection of the Central Library, Lion Yard, Cambridge; the County Archive, Shire Hall, Castle Hill, Cambridge, and the local planning authority. The precise number and nature of the photographs, drawings and samples to be taken is to be agreed in advance with the local planning authority and the format in which they are to be displayed and titled is to be agreed with the local planning authority before the deposit is made.

Reason: To foster understanding of the building's importance in the national and Cambridge context, and to ensure proper recording of any aspects of the building's special interest which are to be lost or altered. (Cambridge Local Plan 2006, policy 4/12)

25. No stonework, artificial or natural, (including columns, strings, quoins, lintels, sills, copings, plinths or kneelers) is to be erected until details of the source, colour, texture, coursing, mortar mix design, joint type and thickness and pointing technique, have been submitted to, and approved in writing by the local planning authority in the form of large-scale drawings and/or samples. If so required by the local planning authority, the latter may need to be submitted as a panel, which must be retained on site for comparative purposes until the development is completed. The development shall be carried out in accordance with the approved details.

Reason: To avoid harm to the special interest of the Conservation Area. (Cambridge Local Plan 2006, policy 4/11)

26. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details of all coping to the walls shall be submitted to and approved in writing by the local planning authority. Large-scale cross-sectional drawings may be appropriate for depicting some details. The development shall be carried out in accordance with the approved details.

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

27. Prior to the commencement of development, with the exception of below 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. 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)

28. 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)

29. Prior to the commencement of development, with the exception of below ground works, full details of all external joinery [whether of metal, timber or hybrid construction] including frames, thresholds, mullions, transoms, finishes, colours, etc., shall be submitted to and approved in writing by the local planning authority. The 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)

30. No metal-clad or other non-traditional roofs shall be erected until full details of such roofs including materials, colours, surface finishes and relationships to rooflights or other rooftop features have been 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)

31. Full details of the proprietary roof glazing system including material(s), edge and flashing methods, etc. to be submitted to and approved in writing by

the local planning authority. Large-scale cross-section drawings may be appropriate to show details. 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)

32. Full details of the design and installation of the renewable energy source(s) including plant, mounting frames/brackets etc., screening systems, etc. to 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)

33. No rooftop plant shall be constructed on 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/louver 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)

34. 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)

35. No development with the exception of below ground works shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been 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 in the Conservation Area. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

36. Full details of the cycle store adjacent to the car park ramp shall be submitted to and approved in writing by the local planning authority prior to commencement of works to provide the cycle store. The development shall be implemented and maintained 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)

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

38. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details of the external treatment to the car park ramp 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)

39. Prior to the commencement of works to the roof, full details of the gantry window cleaning system 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 external appearance of the building is appropriate to its setting. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

40. Prior to commencement of occupation a signage strategy for use in association with the occupation of 50 and 60 Station Road and the units in A1 and A3 use shall be submitted to and approved by the local planning authority in writing. The approved signage strategy shall thereafter be retained and all external signage shall conform to the strategy unless otherwise agreed in writing by the local planning authority.

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

41. 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 (eg furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (eg drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

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

42. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small privately owned, domestic gardens, shall be submitted to and approved by the local planning authority in writing prior to occupation of the development or any phase of the development whichever is the sooner, for its permitted use. The landscape plan shall be carried out as approved.

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

43. All management and maintenance of ecology shall be carried out in accordance with the approved Ecology Report by RPS dated April 2015. Prior to the commencement of development, with the exception of below ground works, a full specification and details of the proposed location of the kestrel box shall be submitted to and approved by the local planning authority in writing. The kestrel box shall be installed prior to occupation of the block to which it is attached and shall thereafter be retained unless otherwise agreed in writing by the local planning authority.

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

44. If within a period of five years from the date of the planting of any tree or shrub, that tree or shrub, or any tree or shrub planted as a replacement for it, is removed, uprooted, destroyed or dies or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place, unless the local planning authority gives written consent to any variation.

Reason: To ensure the provision of amenity afforded by the proper maintenance of existing and/or new landscape features. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/11)

45. The approved renewable energy technologies to meet the approved carbon emissions shall be fully installed and operational prior to first occupation and shall thereafter be maintained and remain fully operational in accordance with an approved maintenance programme, unless otherwise agreed in writing by the local planning authority.

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

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

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

47. The drainage system shall be implemented in accordance with the Foul and Surface Water Drainage Strategy dated May 2015 revision E and shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reason: To ensure satisfactory arrangements are in place to ensure the proper management and maintenance of foul and surface water. (National Planning Policy Framework 2012).

48. 5% of all parking spaces 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).

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

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

50. Prior to the commencement of development, with the exception of below ground works, a Travel Plan and Cycle Parking Management Plan shall be submitted to and approved by the local planning authority in writing. The approved Travel Plan and Cycle Parking Management shall thereafter be first implemented upon first occupation and shall be maintained and implemented unless otherwise agreed in writing by the local planning authority.

Reason: To ensure satisfactory arrangements are in place to secure work place travel planning and the management of cycle parking.(Cambridge Local Plan 2006 policies 8/2, 8/3 and 8/6).

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

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

INFORMATIVE: 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: 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

-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

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

INFORMATIVE: As the premises is intended to be run as a food business the applicant is reminded that under the Food Safety Act 1990 (as amended) the premises will need to be registered with Cambridge City Council. In order to avoid additional costs it is recommended that the applicant ensure that the kitchen, food preparation and food storage areas comply with food hygiene legislation, before construction starts. Contact the Commercial Team of the Refuse and Environmental Service at Cambridge City Council on telephone number (01223) 457890 for further information.

INFORMATIVE: A premises licence may be required for this development in addition to any planning permission. A premises licence under the Licensing Act 2003 may be required to authorise:

- The supply of alcohol
- Regulated entertainment e.g.
- Music (Including bands, DJ's and juke boxes)
- Dancing
- The performing of plays
- Boxing or wrestling

- The showing of films
- Late Night Refreshment (The supply of hot food or drink between 23:00-05:00)

A separate licence may be required for activities involving gambling including poker and gaming machines.

The applicant is advised to contact The Licensing Team of Environmental Health at Cambridge City Council on telephone number (01223) 457899 or email Licensing@cambridge.gov.uk for further information.

INFORMATIVE: The site investigation, including relevant soil, soil gas, surface and groundwater sampling should be carried out by a suitably qualified and accredited consultant/contractor in accordance with a quality assured sampling, analysis methodology and relevant guidance. The Council has produced a guidance document to provide information to developers on how to deal with contaminated land. The document, 'Contaminated Land in Cambridge- Developers Guide' can be downloaded from the City Council website on <https://www.cambridge.gov.uk/land-pollution>.

Hard copies can also be provided upon request

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

INFORMATIVE: In some circumstances planning permission will be needed for the erection of ductwork/extract flues. Advice should be sought from the City Council in advance of the submission of details for discharge of condition 20 .

INFORMATIVE: Any material imported into the site shall be tested for a full suite of contaminants including metals and petroleum hydrocarbons prior to importation. Material imported for landscaping should be tested at a frequency of 1 sample every 20m³ or one per lorry load, whichever is greater. Material imported for other purposes can be tested at a lower frequency (justification and prior approval for the adopted rate is required by the Local Authority). If the material originates from a clean source the developer should contact the Environmental Quality Growth Team for further advice.

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

Note: Only in exceptional circumstances where the applicant has shown that the above cannot be achieved and the need is for real emergencies (e.g. hospital operating theatre or emergency services) the following standard may be used

To satisfy the emergency generator condition the noise level from the emergency generator associated with this application should not raise the existing background level (L90) by more than 10 dB(A) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

INFORMATIVE: In submitting information to discharge the condition relating to the Travel Plan the applicant should make reference to the availability of car club spaces and electric charging points and the availability of pool cycles.

INFORMATIVE: Highways - The applicant is advised that any granting of Planning Permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and a separate permission must be sought from the Highway Authority for such works.

INFORMATIVE: Highways - Buildings footings or basements must not extend out under the public highway except in the case of basements with the express permission of the Highway Authority and under licence. Adopted areas should also exclude areas under balconies except under licence (Section 177 of the Highways Act 1980)

INFORMATIVE: Highways - Notwithstanding any consent granted under the relevant planning act/s, the applicant is advised that before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway the express consent of Cambridgeshire County Council as the Local Highway Authority will be required. All costs associated with any construction works will be borne by the developer. The developer will not be permitted to drain roof water over the public highway, nor across it in a surface channel, but must make arrangements to install a piped drainage connection. No window or door will be allowed to open over a highway and no foundation or footing for the structure will be allowed to encroach under the public highway.

INFORMATIVE: Highways - Notwithstanding any consent granted under the relevant planning act/s, the applicant is advised that before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway the express consent of Cambridgeshire County Council as the Local Highway Authority will be required. All costs associated with any construction works will be borne by the developer.

INFORMATIVE: The applicant is encouraged to provide the following to meet the needs of disabled people:

Glazing manifestation and good colour contrast throughout.

Dropped height counter in reception areas/retail units.

Hearing loop

Seating of various heights with arms and without.