

<b>Application Number</b>	15/1522/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	13th August 2015	<b>Officer</b>	Miss Catherine Linford
<b>Target Date</b>	12th November 2015		
<b>Ward</b>	Trumpington		
<b>Site</b>	Daedalus House Station Road Cambridge Cambridgeshire CB1 2RE		
<b>Proposal</b>	Demolition of Daedalus House and construction of a new 7 storey office building comprising of 9026 sqm (GEA) of office floorspace (class B1); cycle parking spaces; associated plant; hard and soft landscaping; a basement with 51 car parking spaces and 7 motorcycle bays; infrastructure works.		
<b>Applicant</b>	Brookgate CB1 Ltd 38 Station Road Cambridge CB1 2JH		

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

**1.0 SITE DESCRIPTION/AREA CONTEXT**

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

which outline planning permission was granted in April 2010. The site lies on the south side of Station Road, 6m west from the junction with Warren Close. It is currently occupied by a three storey office building known as Daedalus House. There are trees and landscaping on the site frontage to Station Road and to the east and west boundaries.

- 1.2 The northern boundary of the site is the pavement on the south side of Station Road. To the west is the recently completed 22 Station Road and to the east (on the opposite side of the junction with Warren Close) is Wilton Terrace (36-38 Station Road). To the south/rear are residential flats, which take the form of four/five storey blocks with a projecting stairwell.
- 1.3 The site is within the Station Area Redevelopment Framework boundary and within the Central Conservation Area. The trees on the site are protected by virtue of their location in a Conservation Area. The site falls within the Controlled Parking Zone.

## **2.0 THE PROPOSAL**

- 2.1 Full planning permission is sought for the construction of a 7 storey office building with a floorspace of 9026sqm following the demolition of Daedalus House. The building form is a 'cube emerging from a cube' concept of offset cubes. The first cube would front onto Station Road and would comprise of a six storey, brick structure with vertically proportioned double height windows. This structure would wrap around the front, west and rear elevations. Setback from the frontage, a seven storey reconstituted stone cube would emerge from the brick cube and wrap around the east, Warren Close, elevation.
- 2.2 A single level basement is proposed to accommodate 51 car parking spaces (including three disabled parking spaces) and seven motorcycle bays. 302 cycle parking spaces are proposed at ground floor level. The basement would be accessed via a ramp. It is proposed that the basement is accessed from ramps which will serve 10, 20, 22 and 30 Station Road. The existing ramp (to No. 22) will be used to serve No. 22 and No. 30 initially. When either No. 10 or No. 20 Station Road are constructed, a further ramp will be constructed as part of one of these developments, which would result in an entrance ramp and an exit ramp.

- 2.3 Full planning permission is required because the proposed building differs from the parameter plans in the following ways:
- The building would extend a further 4m to the north, 1.9m to the east, 2m to the south and 0.9m to the west. The height of the building accords with the parameter plans.

### 3.0 SITE HISTORY

Reference	Description	Outcome
08/0266/OUT	Station Area Development	Approved

### 4.0 PUBLICITY

4.1 Advertisement:	Yes
Adjoining Owners:	Yes
Site Notice Displayed:	Yes

### 5.0 POLICY

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

5.2 Relevant Development Plan policies

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

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

<p>Central Government Guidance</p>	<p>National Planning Policy Framework March 2012</p> <p>National Planning Policy Framework – Planning Practice Guidance March 2014</p> <p>Circular 11/95</p>
<p>Supplementary Planning Guidance</p>	<p>Sustainable Design and Construction (May 2007)</p> <p>Planning Obligation Strategy (March 2010)</p> <p>Public Art (January 2010)</p>
<p>Material Considerations</p>	<p><u>City Wide Guidance</u></p> <p>Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001).</p> <p>Cambridge City Nature Conservation Strategy (2006)</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Strategic Flood Risk Assessment (2005)</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Cambridgeshire Quality Charter for Growth (2008)</p> <p>Cambridge City Council - Guidance for the application of Policy 3/13 (Tall Buildings and the Skyline) of the Cambridge Local Plan (2006) (2012)</p>

	<p>Cambridge Walking and Cycling Strategy (2002)</p> <p>Protection and Funding of Routes for the Future Expansion of the City Cycle Network (2004)</p> <p>Cambridgeshire Design Guide For Streets and Public Realm (2007)</p> <p>Air Quality in Cambridge – Developers Guide (2008)</p>
	<p><u>Area Guidelines</u></p> <p>Cambridge City Council (2002)–Southern Corridor Area Transport Plan:</p> <p>Station Area Development Framework (2004) includes the Station Area Conservation Appraisal.</p>

#### 5.4 Status of Proposed Submission – Cambridge Local Plan

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

For the application considered in this report, there are no policies in the emerging Local Plan that should be taken into account.

## **6.0 CONSULTATIONS**

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

- 6.1 Condition requiring a car park management strategy

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

- 6.2 No objection, subject to conditions recommended relating to construction hours, construction deliveries and collections, construction/demolition noise/vibration and piling, dust, noise insulation, plant noise, and contaminated land.

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

- 6.3 The proposed scheme creates the potential for a well detailed addition to the south side of Station Road. The overall form of the building effectively manages the transition between 50-60 Station Road and 22 Station Road. The proposals are therefore supported from both an urban design and conservation perspective. Subject to conditions relating to materials samples, glass types, sample panel, external treatment of the cycle stores, details of solar panels, secure access to the car park, lighting, rooftop plant, and ramp retaining walls.

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

- 6.4 No objection, subject to conditions relating to Renewable Energy and BREEAM.

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

- 6.5 No objection, subject to conditions relating to hard and soft landscaping, landscape maintenance and management, and tree pits

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

- 6.6 Staff and visitor cycle parking is acceptable in terms of number and spacing.

- 6.7 The staff cycle parking, however needs to be covered. This is particularly important with regards to the double stacker racks which do not withstand being exposed to the elements very well. The proposed layout is also not acceptable because the distance from the cycle parking located at the back of the building to the nearest staff entrance is too far. An additional entrance to the building needs to be provided from the back or south west corner.
- 6.8 The Action Plan and measures for 'Active Travel Promotion' within the proposed Travel Plan should include the provision of pool bikes for staff.

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

- 6.9 No objection. The applicant has demonstrated that surface water can be dealt with on site using green/brown roofs, permeable paving and geocellular storage.

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

- 6.10 No objection, subject to a condition requiring the surface water drainage scheme to be implemented and maintained.

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

- 6.11 No objection.

**Historic England**

- 6.12 The proposed replacement building is designed to form part of a related 'family' of new office buildings that will form the south side of Station Road. The 'cube within a cube' idea proposed for 30 Station Road should be capable of forming the transition from the larger structures proposed for 50-60 Station Road down to the lower buildings now emerging to the west. The success of this approach will be largely down to the quality of the detailing and the materials selection, however we find the horizontal brick band between level 3 and level 4 a little too thin and a band more of the depth of brickwork at the top of level 5 is likely to be visually more successful (though there may be an

argument for not continuing the same depth of band round onto the reconstituted stone 'inner cube').

### **Environment Agency**

- 6.13 No objection, subject to conditions relating to a remediation strategy, further contamination, and piling.

### **Anglian Water**

- 6.14 No objection, subject to conditions relating to a foul water strategy and surface water disposal.

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

- 6.15 No objection.

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

- 6.16 The MOD has no safeguarding objections to a 7 storey building being built at this location. However, the MOD recognises that that during the construction of relatively tall buildings cranes may be erected. Cranes in the vicinity of aerodromes are of concern to the MOD. Therefore, if cranes are to be used during the construction phase it will be necessary for the developer to liaise with the MOD prior to the erection of any cranes or temporary tall structures. A condition is recommended requiring a Construction Management Strategy which includes details of cranes and any other tall construction equipment.
- 6.17 Update – After discussing this with the MOD it has been agreed that the requirement to discuss the use of cranes can be passed onto the applicant via an informative. Requiring further details via a condition is not considered to be reasonable as a crane could be brought onto the site without the need for planning permission.

### **Design and Conservation CB1 sub-panel (Meeting of 10<sup>th</sup> June 2015)**

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

6.18 Formerly Deadalus House (or J1) No 30 is described as a 'cube within a cube' so as to form the transitional element from 50/60 Station Road to the rest of the offices on Station Road. The inner cube, which is expressed on the east elevation employs similar verticality and use of stone to relate to 50/60, while the outer cube will relate to 10,20 and 22 Station Road with a similar verticality but with differences in the use, colour and texture of materials. The Panel's comments were as follows:

- **The use of stone for the 'inner cube'**. The Panel note that the preferred look of the reconstituted stone is still to be determined but would encourage the use of a textured finish for added interest. The Panel were most uncomfortable with the alternative suggestions of concrete or render as a finish to this element.
  
- **Entrance.** The Panel questioned the location of the entrance. In some respects the stone inner cube might be seen as the primary element of the building's hierarchy of materials. In which case it would be logical for it to contain the entrance. However, it was accepted that this was not an option. Nevertheless, the Panel felt that the entrance should not be centred in the brick cube; instead it was suggested that locating the entrance to the eastern end of the outer brick cube would create an asymmetrical composition that would mirror or bookend the entrance at 10 Station Road.

### Conclusion

6.19 The Panel appreciated the opportunity to assess Blocks J1 – J4 as a whole, and while some concerns have been highlighted, the Panel look forward to seeing this area develop and opportunities taken to enliven both the public and private spaces through the addition of public art.

VERDICT:

AMBER (unanimous)

### **Disability Consultative Panel (Meeting of 25<sup>th</sup> August 2015)**

6.20 Accessible parking bays. These need to be appropriately cross-hatched and are currently poorly located in relation to the lift

core. The Panel would therefore support the relocation of these bays, preferably with two bays on either side of the lift.

- 6.21 Reception area seating. These need to include seating both with and without arm rests.
- 6.22 Accessible WC. This appears adequate although the Panel would recommend the orientation is mirrored so that some pedestals have right-handed and others left-handed transfer. The pedestals should also be within close proximity to the sink. Mirror dimensions should be suitable for both wheelchair and ambulant users with hooks on the cubicle doors.
- 6.23 A broadly acceptable proposal in terms of accessibility that could benefit from a few amendments particularly in relation to the location and marking of the accessible parking bays.
- 6.24 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:
- 16 Russell Court
- 7.2 The representations can be summarised as follows:
- Too many car parking spaces which will increase traffic flow into the City Centre. This should be cut to 10 disabled spaces and the number of covered spaces for cycles and motorcycles should be increased along with changing facilities.
- 7.3 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

## **8.0 ASSESSMENT**

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

1. Principle of development
2. Context of site, design and external spaces (and impact on heritage assets)
3. Public Art
4. Renewable energy and sustainability
5. Disabled access
6. Residential amenity
7. Refuse arrangements
8. Highway safety
9. Car and cycle parking
10. Third party representations
11. Planning Obligations (s106 Agreement)

### **Principle of Development**

- 8.2 The principle of development has been established by the Outline Planning consent and associated parameter plans. Full planning permission is sought as the building does not comply with the parameter plans as the footprint has been increased. I will deal with the detailed design and the increase in height and footprint in the following section on context of the site, design and external spaces.
- 8.3 With regard to use, the parameter plans allow for Block J1 to be used for office use only. The proposals for the use of Block J1 are entirely consistent with the approved parameter plan.
- 8.4 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 (and impact on heritage assets)**

- 8.5 The applicant has submitted a comprehensive Design & Access Statement that shows the concept development and understanding of how the proposals fit into their surroundings and particular how this building manages the transition from the approved plans for 50-60 Station Road on the Wilton Terrace site to the recently completed 22 Station Road.

### Response to context

- 8.6 The visual impact of the whole scheme on the character of the Conservation Area has been addressed through the outline permission in broad terms and the various amendments to it as individual building designs have come forward. The buildings proposed and partially built along the southern side of Station Road affect the approach to the Listed Railway Station, the terraced houses along the Eastern side of Hills Road and the 19<sup>th</sup> century villas on the Northern side of Station Road (Salisbury Villas) as well as more distant views from various vantage points of the Conservation Area. This proposal will have an impact on the character and appearance of the Conservation Area but this will be largely as expected by the outline permission and the subsequent amendments to it, which have been considered to be acceptable in the past. The building design, materials of construction and setting will be part of the coherent grouping of new buildings planned along Station Road and should not have an adverse effect on the character or appearance of the Conservation Area in my view.

### Movement and Access

- 8.7 The Walking and Cycling Officer has raised concerns about the proximity of the cycle spaces at the rear of the building to the entrance. There is a secondary entrance to the building on the eastern elevation, but this is not accessible from the cycle parking due to the positioning of a wall and the proposed substation. The applicant is looking at how the cycle parking can be better integrated with the building entrances, and an update will be provided on the Amendment Sheet.

### Scale and massing

- 8.8 The building heights Parameter Plan approved as part of the outline, allows for a height of up to 25.9m + 2m for plant with a recessed upper floor setback 1.5m from the outer edge.
- 8.9 Although this scheme is submitted as a full application, it is useful to assess the overall scale and massing against the parameter plan approved as part of the outline permission for CB1. The proposals are for a 7 storey (ground + 6) building with additional plant, and the building would be 25.9m in tall from the top of the 6th floor. The upper floor would be set back 1.5m

from the western edge, 2.5m from the southern edge and 2.5m from the northern edge. The eastern edge varies from the parameter plan given the form of the building with the 'cube within a cube' concept. This variation is acceptable given the scale of 50-60 Station Road located immediately to the east. The plant room on the roof is 2m high. The reconstituted stone 'cube' is extruded up to screen the plant on the roof in a similar form to the nearby L1 Building (now known as Meade House). Whilst this element exceeds the overall parameter plan height, the variation is considered acceptable as it creates a much cleaner roofscape and effectively screens the plant room. It will be crucial that any proposed PV panels are set back from the edge of the roof to maintain this design intention. I recommend that details of the PV panels are required by condition (20).

- 8.10 There are variations in the footprint of the building when compared with the approved parameter plan. The footprint is increased by 4m to the north, 1.9m to the east, 2.1m to the south and 0.9m to the west. Approved schemes at 20 and 22 Station Road have also exceeded the parameter plan footprints by similar amounts and this was considered to be acceptable in design terms. The overall increase in footprint for 30 Station Road is therefore considered to be acceptable and creates a consistent building line with 20 and 22 Station Road.

### Open Space and Landscape

- 8.11 The landscape strategy for the south side of Station Road assumes that in time all of the blocks will be redeveloped in a similar manner to create the linear park along the length of Station Road. This application would bring forward the portion of the linear park that sits in front of 30 Station Road, together with the garden space to the west of the building.
- 8.12 The proposals are acceptable in principle. In order to ensure that the tree pits are of an adequate size a condition is recommended requiring details (26). Conditions are also recommended requiring a detailed hard and soft landscaping scheme (24) and a landscape maintenance scheme (25).

### Elevations and Materials

- 8.13 The overall approach to the elevations creates a simple and ordered rhythm with the proposed lining of the ground and first

floor window reveals delineating the 'base' of the building. The 6th floor is setback from the edge of the building reducing the overall sense of the massing from the street. The face of the building extends up to help screen the plant level. The overall approach creates a clean and uncluttered roofscape that effectively manages and resolves the plant elements on the building.

- 8.14 At pre-application discussions, the palette of materials was discussed in some detail. The relationship with materials proposed for 50 and 60 Station Road and 22 Station Road were considered and used to inform the overall approach to the massing 'cube within a cube' form and the materials proposed for each.
- 8.15 The proposals were presented to the Design and Conservation CB1 sub-panel on the 10<sup>th</sup> June 2015 and received a unanimous 'amber' verdict. The Panel provided clear steer on the proposed materials, supporting the use of textured stone and were opposed to the idea of using either concrete or render as a substitute. The proposed materials on the elevations of the building are brick and reconstituted stone, which are supported in design terms and will help the building tie into the emerging surrounding context and establishing materials palette on CB1. In order to ensure that the finish of the materials is appropriate I recommend that samples of the materials are required by condition (18).
- 8.16 In terms of the entrance, Panel felt that this should not be centrally located within the brick 'cube' if it has to be located on Station Road but to the eastern end to 'mirror' 10 Station Road which is still a work in progress. It is proposed that entrance is centrally located on the northern elevation in order to ensure flexibility in the configuration/letting of the proposed floors. The distance (approximately 100m) between 30 Station Road and 10 Station Road, when combined with the linear park and scale variation between the two is such that the two buildings cannot be 'mirrors' of each other but fit within the establishing family of buildings on the south side of Station Road. I consider the location of the entrance to be acceptable.
- 8.17 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12 and 4/11.

## **Public Art**

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

8.19 The PADP proposes the following:

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

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

8.21 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**

8.22 Policy 8/16 (Renewable Energy in Major New Developments) requires all development over a threshold of 1,000 square metres to provide at least 10% of the developments predicted energy requirements on-site from renewable sources. The Sustainable Design and Construction SPD confirms that passive solar design can count towards this renewable energy requirement.

8.23 As this application seeks full planning permission, the development would not be bound by the conditions attached to the outline. It should, however, be noted that the masterplan for

the site contains the ambition for all development to exceed Part L of the Building Regulations by 10%, and for office developments to utilise PV and Ground Source Heat Pumps to achieve a 15% abatement of carbon emissions from renewable energy systems. It is noted that since the outline permission was granted, changes to Part L of Building Regulations have included more stringent carbon reduction targets for non-residential development, with a focus on encouraging a hierarchical approach to the reduction of carbon emissions.

- 8.24 The submitted Energy Strategy, prepared by Hilson Moran, sets out that by taking a hierarchical approach (passive design measures, fabric improvements, energy efficiency and then the use of renewable energy), a carbon reduction of 23.7% 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 (through a high performance façade) and a 55 m<sup>2</sup> photovoltaic array. Together these are predicted to result in a 27.4 tonne reduction in CO<sub>2</sub> emissions per annum (23.8 tonnes from the passive solar design and 3.6 tonnes from the photovoltaic panels), which equates to a 15.1% reduction in regulated emissions when compared to the energy efficient baseline. This approach is fully supported and meets the requirements for renewable energy set out in the outline application for the Station Area.
- 8.25 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 83.70%, 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'.
- 8.26 In my opinion the applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with Cambridge Local Plan (2006) policy 8/16 and the Sustainable Design and Construction SPD 2007.

## **Disabled access**

- 8.27 The scheme has been considered by the Disability Consultative Panel. The Design and Access Statement emphasises that the entrance to the building would have a level threshold, access to the basement parking area would be automated, lifts would be DDA compliant and the reception area would include a dual height desk and hearing loop. The Disability Panel have recommended internal changes and I have included these in my recommendation as informatives.
- 8.28 The Disability Panel raised concern about the location of the disabled parking bays. These need to be appropriately cross-hatched and are currently poorly located in relation to the lift core. The applicant is looking at relocating these bays and progress on this will be explained on the Amendment Sheet.
- 8.29 In my opinion, subject to the relocation of the disabled parking bays, the proposal is compliant with Cambridge Local Plan 2006 policies 3/7 and 3/12.

## **Residential Amenity**

### Impact on amenity of neighbouring occupiers

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

### *Overshadowing and loss of daylight*

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

### *Visual Dominance and Enclosure*

- 8.32 There is a separation distance of 20m between the main rear elevation of the new offices (excluding the proposed substation) and the main part of the flat blocks (excluding the stair cores). The space between the buildings is not amenity space and in my view visual dominance and enclosure will not have a significant impact on residential amenity.

### *Overlooking*

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

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

- 8.34 I have recommended conditions restricting demolition and construction hours (9) and deliveries (10). There is potential for noise from plant as identified by the Environmental Health Officer. Again these impacts can be controlled by a condition (14)
- 8.35 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**

- 8.36 An area for compaction of paper and storage of refuse bins is located within the basement. A refuse hoist will be used to move the bins to street level. This is identical to the approach used for 20 and 22 Station Road. Refuse and Environment officers have confirmed that the refuse arrangements are appropriate and acceptable.
- 8.37 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

## **Car and Cycle Parking**

### *Car Parking*

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

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

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

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

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

8.39 The plans show that three of the car parking spaces proposed are designed for use by disabled people; this represents 6% of the total number of spaces (51 spaces) and accords with condition 26 of the outline consent and adopted Car Parking Standards.

8.40 The adopted Car Parking Standards allow a maximum of one car parking space for each 100 sqm of office floorspace in the controlled parking zone. For a building of the site proposed this equates to a maximum of 90 spaces. 51 car parking spaces are proposed. For an office building of the size proposed (9026 sqm) this equates to 1 space for every 177 sqm, which is well within the maximum standard.

8.41 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 fourth scheme	124	1 space per 137 sq m
Microsoft (excluding temporary car park)	35	1 space per 280 sqm
Block J2 (22 Station Road)	40	1 space per 186 sqm
Block J3 (20 Station Road)	40	1 space per 186sqm

8.42 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*

8.43 All cycle parking accessible at ground level and 302 spaces are provided. The location and design of cycle parking spaces is as follows:

19 Sheffield stands on the Station Road frontage for use by visitors (38 spaces)

24 Sheffield stands to the west of the building which are within the secured area (48 spaces)

18 Sheffield stands adjacent to the rear elevation (36 spaces)

36 spaces within double stackers adjacent to the rear elevation

134 spaces within double stackers adjacent to the rear boundary

5 Sheffield stands adjacent to the rear boundary (10 spaces)

8.43 The Parking Standards require a minimum of one cycle space per 30m<sup>2</sup> floorspace. This equates to 301 cycle spaces. The total number of cycle spaces provided is 302 which exceeds this requirement. 83 spaces (approximately 27%) require use of the upper level of the stacker spaces. In my opinion this ratio is appropriate to address the range of ages and abilities of office staff and visitors and will provide convenient, usable cycle storage. It is also the same as the ratio provided for the Microsoft office.

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

### **Third Party Representations**

<b>Issue raised</b>	<b>Response</b>
Too many car parking spaces which will increase traffic flow into the City Centre. This should be cut to 10 disabled spaces and the number of covered spaces for cycles and motorcycles should be increased along with changing facilities.	Addressed in paragraphs 8.40-8.47

## **Planning Obligations (s106 Agreement)**

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

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

(b) directly related to the development; and

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

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

### Public Art

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

### Transport

8.47 In response to the comments received from the County Council, the applicant has provided further information regarding the transport implications of the development and potential mitigation measures. This work is currently being assessed by

the County Council and comments are awaited. An update will be provided on the Amendment Sheet.

#### Monitoring costs

- 8.48 There are no standard monitoring costs but monitoring costs may be requested in exceptional circumstances. Clarification on whether these will be required for the transport contribution will be provided on the Amendment Sheet.

#### Planning Obligations Conclusion

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

### **9.0 CONCLUSION**

- 9.1 In my view, the proposed development accords with development plan policies and government guidance. The proposed building is of a scale, mass and design which is appropriate to its setting within an Area of Major Change and of a significantly high quality which justifies the removal of an existing building in the Conservation Area. Subject to conditions, the impact on neighbouring properties would be minimal. I recommend that the application is approved, subject to conditions and the completion of a S106 agreement.

### **10.0 RECOMMENDATION**

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

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

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

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

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

3. Submission of Preliminary Contamination Assessment:

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

(a) Desk study to include:

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

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

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

4. Submission of site investigation report and remediation strategy:

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

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

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

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

5. Implementation of remediation.

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

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

6. Completion report:

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

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

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

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

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

7. Material Management Plan:

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

- a) Include details of the volumes and types of material proposed to be imported or reused on site
- b) Include details of the proposed source(s) of the imported or reused material
- c) Include details of the chemical testing for ALL material to be undertaken before placement onto the site.
- d) Include the results of the chemical testing which must show the material is suitable for use on the development
- e) Include confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development.

All works will be undertaken in accordance with the approved document.

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

8. Unexpected Contamination:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

17. 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)

18. 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)

19. Notwithstanding the details shown on the approved plans, full details of the external treatment of the cycle stores, including roofs or canopies to all external storage areas, green/brown roofs etc. shall be submitted to and approved in writing by the local planning authority prior to commencement of

works to provide the cycle stores. The development shall be implemented and maintained in accordance with the approved details.

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

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

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

21. Prior to the commencement of occupation, a lighting plan including details of the height, type, position and angle of any external lighting shall be submitted to and approved in writing by the local planning authority. The development shall be implemented and maintained in accordance with the approved plan.

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

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

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

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

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

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

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

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

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

26. No development shall take place until full details of all tree pits, including those in planters, hard paving and soft landscaped areas have been submitted to and approved in writing by the local planning authority and these works 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. (Cambridgeshire and Peterborough Structure Plan 2003 policy P1/3 and Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

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

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

28. The proposed on-site renewable technologies shall be fully installed and operational prior to the occupation of any approved buildings and shall thereafter be maintained in accordance with a maintenance programme, which shall be submitted to and approved in writing by the local planning authority prior to the commencement of development. The renewable energy technologies shall remain fully operational in accordance with the 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).

29. The building shall be constructed to meet the applicable approved BREEAM 'excellent' rating. Prior to the occupation of the building, or within six months of occupation, a certificate following a post-construction review, shall be issued by an approved BREEAM 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).

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

**INFORMATIVE:** Dust condition informative

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

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

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

-Guidance on the assessment of dust from demolition and construction

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

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

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

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

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

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

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

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

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

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

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

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