

Application Number	15/2271/FUL	Agenda Item	
Date Received	16th December 2015	Officer	Lisa Lamb
Target Date	16th March 2016		
Ward	Trumpington		
Site	Jupiter House 10 Station Road Cambridge Cambridgeshire CB1 2JD		
Proposal	The demolition of Jupiter House and the construction of a new office building comprising 5,654 sqm (GIA) of Class B1(a) floorspace including ancillary accommodation/facilities with a single basement of 1,715 sqm (GIA) providing 37 car parking spaces, with associated plant and new sub-station, 193 cycle parking spaces at street level and two options for provision of access to the development and for hard and soft landscaping.		
Applicant	C/o Agent United Kingdom		

SUMMARY	<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 respond well to the immediate context.</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 building footprint.</p> <p>The application includes mitigation measures to ensure that all of the impacts of the development are dealt with both independently and as part of the wider</p>
---------	---

	Masterplan.
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. Specifically the application relates to Block J4 of the Masterplan.
- 1.2 10 Station Road is sited to the western end of Station Road. Kett House is sited immediately to the west of the site which is a 5 storey office building. Properties fronting onto Hills Road back onto the south western boundary of the site. Directly opposite the site lies Salisbury Villas which are three storey substantial Victorian properties, these are outside of CB1 Masterplan area.
- 1.3 The site is within the Station Area Redevelopment Framework Boundary and within the Central Conservation Area No.1. The Station buildings are grade II listed. There are several mature trees in the vicinity of the site, including trees on the Station Road frontage, which are subject to protection by virtue of their location in the Conservation Area. The site falls within the controlled parking zone.

2.0 THE PROPOSAL

- 2.1 The proposals seek full planning permission for the demolition of Jupiter House and the construction of a new office building comprising 5,654 sqm (GIA) of Class B1(a) floorspace including ancillary accommodation/facilities with a single basement of 1,715 sqm (GIA) providing 37 car parking spaces, with associated plant and new sub-station, 193 cycle parking spaces at street level and two options for provision of access to the development and for hard and soft landscaping.
- 2.2 The adjacent site (20 Station Road) has two separate access options approved under two different planning permissions (15/0865/FUL & 15/0864/FUL). Therefore, the current application also seeks permission for two proposed basement layouts and two proposed landscaping schemes to be finalised

when the access arrangements are implemented. The options are as follows:

- Option A: includes an 'exit' ramp from the basement car parking immediately to the east of 10 Station Road. The 'entrance' ramp to the basement car parking would be immediately to the west of the now constructed 22 Station Road. The basement car parking to serve 10 Station Road (and all other J Blocks) would therefore be accessed via the entrance ramp adjacent to 22 Station Road with circulation throughout the basement serving the four blocks providing access to the dedicated car parking for all four Blocks and to the exit ramp to the east of 10 Station Road.
- Option B: shows no ramp to the east of 10 Station Road and this space is therefore incorporated into the landscaping scheme for the proposal (two landscaping schemes have also been submitted along with two basement layouts). In this option the basement of the four J Blocks, including 10 Station Road, will be served by a double entrance and exit ramp between 20 and 22 Station Road utilising the single ramp that has already been constructed to serve 22 Station Road with a further single ramp proposed immediately to the east of 20 Station Road to create the double ramp.

2.3 The key differences between the current proposals and those set out in the parameter plans are as follows:

The footplate of the building is extended by:

- 2m to the north (front elevation towards Station Road)
- 4.5m to the south (rear elevation towards Warren Close)
- 3.5m to the west (side elevation) immediately adjacent to the rear of Kett House, and;
- 8m to the west (side elevation) immediately to the rear of the extension at the Centennial Hotel.
- 0.5m to the east (adjacent to the other CB1 buildings)

2.4 The application is accompanied by the following supporting information:

- ☐ Acoustic Report
- ☐ Air Quality Assessment
- ☐ Archaeology Statement
- ☐ Daylight/Sunlight Assessment
- ☐ D&A Statement
- ☐ Ecology Report
- ☐ BREEAM Assessment
- ☐ Energy Strategy
- ☐ Heritage Statement
- ☐ Transport Statement
- ☐ Waste Management Strategy
- ☐ Landscape Management Plan

2.5 Since the original submission the following additional information has been submitted:

- ☐ Plans showing the current scheme against the parameter plans.
- ☐ Sections through the site.
- ☐ Technical information in respect of drainage
- ☐ Daylight/sunlight addendum
- ☐ Transport information/clarification

3.0 SITE HISTORY

08/0266/OUT	CB1 Station Area Redevelopment	A/C
12/1600/CAC	Demolition of 'CityRoomz' building (former Sleeperz Hotel), and former railway offices to north	A/C
12/1608/FUL	Demolition of existing buildings (City Roomz Hotel and former railway offices) and construction of a new office building comprising:14,326 sq.m office floorspace (Class B1a) and 1,205 sq.m of retail/cafe and restaurant floor space (Class A1/A3/A4/A5),	A/C
14/1060/NMA	Non Material Amendment	A/C

15/0906/FUL	The demolition of 32-38 Station Road and the construction of a new office building comprising 17,245.6 sqm (GIA) of office floorspace (Class B1) and 339.5 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 612 internal and external cycle parking spaces, and hard and soft landscaping.	A/C
-------------	--	-----

4.0 PUBLICITY

4.1	Advertisement:	Yes
	Adjoining Owners:	Yes
	Site Notice Displayed:	Yes
	Public meeting/exhibition	No
	DCF	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 3/6 3/7 3/11 3/12 3/13
	4/4 4/9 4/11 4/13 4/14 4/15
	7/1 7/2
	8/2 8/3 8/4 8/5 8/6 8/9 8/10 8/11 8/13 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	National Planning Policy Framework March 2012 Circular 11/95 Community Infrastructure Levy Regulations 2010
Supplementary Planning Documents	Sustainable Design and Construction Waste Management Design Guide Planning Obligation Strategy Public Art
Material Considerations	<u>Central Government:</u> Letter from Secretary of State for Communities and Local Government (27 May 2010) Written Ministerial Statement: Planning for Growth (23 March 2011)
	<u>Citywide:</u> Biodiversity Checklist Cambridge City Nature Conservation Strategy Cambridge and South Cambridgeshire Strategic Flood Risk Assessment Strategic Flood Risk Assessment (2005) Cambridge and Milton Surface Water Management Plan Cambridgeshire Quality Charter for Growth Cambridge City Council - Guidance for the application of Policy 3/13 (Tall Buildings and the Skyline) of the Cambridge Local Plan (2006) (2012) Cambridge Walking and Cycling Strategy Cambridgeshire Design Guide For Streets and Public Realm Air Quality in Cambridge – Developers Guide Cambridge Cluster at 50 The Cambridge economy: retrospect and prospect Final report to EEDA and partners March 2011
	<u>Area Guidelines:</u>

	Southern Corridor Area Transport Plan Station Area Development Framework/Station Area Conservation Appraisal New Town and Glisson Road Area Conservation Appraisal
--	---

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 Either of the access options is acceptable to the Highway Authority.

Cambridgeshire County Council (Growth and Economy)

Comments provided on original submission

- 6.2 Submit a holding objection pending further information.

Comments in relation to additional information

6.3 The County Council is now content to remove its holding objection on transport matters subject to the following requirements which should be secured via either planning obligation or condition:

- ☐ A Travel Plan should be secured for the site which should include, inter alia, details of how cycle parking will be managed;
- ☐ As with other CB1 applications, there should be an obligation requiring off-site parking surveys to be undertaken using a methodology to be agreed with the County Council; in the event that the surveys reveal a need to measures to be introduced then the applicant will fund consultation and implementation of a parking management scheme for impacted roads up to a total cost of £75,000;
- ☐ A payment of £300,000 should be made to the County Council towards delivery of the Station Gateway Digital Wayfinding Project.

Environmental Health

6.4 No objection subject to the imposition of conditions relating to construction hours, deliveries, dust, noise, contaminated land and an emergency generator.

Refuse and Recycling

6.5 The applicant's Waste Management Strategy is sufficient in the proposed quantities for refuse and recycling provision. Whilst the design of the bin store is adequate the linear nature can lead to problems of use (cramped & hard to reach containers) which may impinge effective and efficient waste separation by staff.

6.6 The system for presentation of containers by contractors, at street level is adequate assuming competent building management is available at the unsocial hours that waste collection companies operate.

6.7 It seems unfortunate that the "Temporary Bin Storage" area at street level involves crossing the basement access ramp and being located next to the building's reception as whilst waste contractors start early in the morning/night it is feasible that collection may not occur until later in the day.

Urban Design and Conservation Team

Comments based on original submission

- 6.8 The Urban Design and Conservation Team have advised that the proposals are acceptable subject to detailed conditions relating to the external materials and the treatment of other external features including glazing, cycle stores, retaining walls, measures to protect Clifton Villa gate pier etc. No concern in relation to the daylight/sunlight study

Comments based on revised information

- 6.9 No further comments to make

Senior Sustainability Officer (Design and Construction)

- 6.10 The outline permission for the CB1 development set a requirement for all non-residential elements to achieve a minimum of BREEAM 'excellent'. As this is a full application, the scheme is not bounded by the conditions attached to the outlined permission. Nevertheless this application still proposes to construct to the BREEAM 'excellent' requirement.
- 6.11 With regards to the BREEAM requirement, a BREEAM pre-assessment report has been submitted that shows that the office space is capable of achieving the BREEAM 'excellent' requirement, with a targeted score of 70.20%, with the recommendation that additional credits are targeted to provide a 4-6% margin. This approach is supported.
- 6.12 Other sustainable design and construction features that are being incorporated into the scheme includes the use of green/brown roofs beneath the proposed photovoltaic panels. Green and brown roofs have multiple benefits, including surface water attenuation, biodiversity enhancements, reducing internal cooling loads and providing a more stable microclimate around photovoltaic panels helping them to operate more efficiently. As such, their use on this scheme is fully supported.
- 6.13 Other measures being incorporated into the scheme include:
- ☐ Reference to the collection of rainwater/greywater collection in the basement with this used for landscape irrigation and WC

and urinal flushing. This approach to reducing potable water consumption is supported;

- The use of solid panels, vertical fins and solar control glazing to reduce unwanted summer time solar gain. Reference is also made to the provision of moderate levels of thermal mass within the building to help regulate temperatures. While this approach is supported, the use of thermal mass will need to be coupled with a secure night time ventilation strategy to allow for night purge. It is also noted that mechanical ventilation with heat recovery is to be specified, and while this is again supported from an indoor air quality perspective, it will be important to ensure that the system has a summer bypass mode so that it does not inadvertently contribute to unwanted internal heat gains in the summer.

Renewable Energy Provision

- 6.14 Policy 8/16 (Renewable Energy in Major New Development) requires all development over a threshold of 1,000 square metres to provide at least 10% of the developments predicted energy requirements from on-site renewable energy. The proposed development can also be viewed against the context of the plans for the redevelopment of the CB1 area as a whole, albeit this is a full planning application that is not bounded by the conditions attached to the outline application. The masterplan for the site contains the ambition for the development to exceed Part L of the Building Regulations by 10% and to achieve a 15% abatement of carbon emissions from renewable energy systems. It should be noted that since the outline permission was granted, changes to Part L of the Building Regulations have included more stringent carbon reduction targets for both residential and non-residential development, with a focus on encouraging a hierarchical approach to reducing carbon emissions.
- 6.15 The submitted Energy Strategy, prepared by Hilson Moran, sets out that by taking a hierarchical approach (passive design measures, fabric improvements, energy efficiency, and the use of renewable and low carbon technology) carbon reduction of 31.74% compared to a Part L 2013 compliant baseline for regulated emissions is predicted to be achieved. This approach is supported. In terms of renewable energy provision, a 100m²

photovoltaic panel array is proposed, which it is predicted will reduce carbon emissions by around 7.3 tonnes CO₂/annum, which equates to a 7% reduction. While this is slightly below the 10% requirement set out in policy 8/16, when one considers the overall level of carbon reduction being achieved as a result of the hierarchical approach to reducing carbon emissions, the approach taken for this scheme is supported.

Conclusion

- 6.16 To conclude the overall approach to sustainable design and construction and renewable energy provision is supported.

Access Officer

- 6.17 A sliding door would be preferable to a revolving door. Hearing loops are required at desks

Head of Streets and Open Spaces (Landscape Team)

- 6.18 Landscape can offer support for the application subject to the imposition of conditions

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

- 6.19 No response received

Cambridgeshire County Council (Flood and Water Management)

Comments based on original submission

- 6.20 Although the applicant has taken a sustainable approach, we require the additional information and clarification on the below before we are able to provide our comment:

- On page 4 of the surface water and foul drainage strategy the applicant has proposed that the geocellular storage will accommodate rainfall up to the 1 in 100 year storm event. However, the calculations demonstrate there is a potential 18.5m³ of water that will not be stored within the tank during this

event. It is not clear if the applicant proposes for the water to be discharged into the existing drainage network on Station Road.

- The drawing does not detail where the overflow pipe will connect to the system or what the proposed discharge rate will be for the 1 in 100 year rainfall event (including allowance for climate change)
- This drawing details the pipe 'node numbers' however this has not been referred to in the network calculations.

Comments based on revised information

- 6.21 The applicant has demonstrated that surface water can be dealt with on site by using permeable paving, geo-cellular storage and linear drainage channels. The applicant proposes to discharge into Anglian Water's surface water sewer at 5l/s. We are content with the proposal and request to **remove our objection**.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

Comments based on original submission

- 6.22 The application is unacceptable and should be refused as not all of the water for a 1 in 100 year event + climate change is stored within the attenuation which will result in flooding.

Comments based on revised information

- 6.23 The development proposed is acceptable subject to the imposition of conditions.

Head of Streets and Open Spaces (Nature Conservation Officer)

- 6.24 No response received

Historic England

- 6.25 Historic England does not object to the demolition of Jupiter House and the construction of a replacement office building. In the event that the application is to be approved we request that conditions are imposed to control the final materials and

detailing of elements such as glazing brickwork etc. Landscaping should also be controlled.

Environment Agency

6.26 No response received

Anglian Water

- 6.27 Records show that there are no assets owned by Anglian Water or those subject to an adoption agreement within the development site boundary.
- 6.28 The foul drainage from this development is in the catchment of Cambridge Water Recycling Centre that will have available capacity for these flows.
- 6.29 Development may lead to an unacceptable risk of flooding downstream. A drainage strategy will need to be prepared in consultation with Anglian Water to determine proposed pumped rates for the basement foul water discharge. A condition requiring the drainage strategy covering the issue(s) to be agreed is requested.
- 6.30 The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option.
- 6.31 The surface water strategy/flood risk assessment submitted with the planning application relevant to Anglian Water is unacceptable. We would therefore recommend that the applicant needs to consult with Anglian Water and the Lead Local Flood Authority (LLFA).
- 6.32 The planning application includes employment/commercial use. To discharge trade effluent from trade premises to a public sewer vested in Anglian Water requires our consent. It is an offence under section 118 of the Water Industry Act 1991 to discharge trade effluent to sewer without consent.

Cambridgeshire Constabulary (Architectural Liaison Officer)

6.33 In principle there are no objections.

- 6.34 The only observation is in respect of the security elements of the basement parking proposals. There are two options still being considered and there are no objections to either proposal. However, this submission does not clearly state how security of users and their vehicles will be achieved.
- 6.35 Unauthorised access into the basement parking area should be prevented.
Normally, this would include the fitting of security gates or roller shutters using electronic access control features. As two parking access options are still possible, then it may be prudent for to consider the imposing a condition relating to securing for the basement area.

Ministry of Defence (Safeguarding)

- 6.36 No safeguarding issues but request an informative is added in respect of cranes and tall structures at the site during construction.

Cambridge International Airport

- 6.37 No objections but request an informative is added in respect of cranes and tall structures at the site during construction.

Design and Conservation Panel (Meeting(s) of) 10 June 2015 and 11 November 2015 (sub panel)

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

Station Road elevation

- ☐ Materials (plinth). The Panel questioned the rationale behind what they regarded as the arbitrary use of stonework at the base; appearing as an unwelcome tidemark along the double-height element of the elevation. Further work is needed; reflecting more closely the use of materials at 30 Station Road, possibly with a rusticated brick used to define the plinth in place of the stone. Panel also suggested that No.10 might be viewed as a 'No.20' or 'No.22' with the ground floor removed – and that might therefore be seen as further justification for omitting a stone base to it. The Panel wished to learn more about the suggested Gault White brick and to be able to visualise how it would be read in the context of the other bricks selected for the new family of

Station Road buildings. Panel were concerned that too much variation in brick types could be discordant and requested that large sample panels be constructed on site before the final choice is made. Columns and fenestration – rhythm. The Panel were comfortable with the asymmetrical (off-set) position of the entrance but would encourage a different, more ordered approach to the remaining elevation in terms of the column widths and the discordant relationship between the double height lower floors and the upper floor windows. The use of some wider columns did not enhance the elevations as the ABBABBA rhythm did not extend the full width of the elevation. A more ordered treatment with windows over windows would improve the building's relationship with the rest of the street i.e. both the replacement offices at 20, 22 and 30 Station Road and the Victorian houses opposite. It was also felt the concealed floor within the double height element should be given greater expression than depicted in the presentation.

Relationship with Warren Close and properties to the rear of Hills Road

- The Panel would have appreciated the inclusion of computer-generated images of all elevations so as to be able to assess the appropriateness of the building's relationship with, and impact on neighbouring properties, especially those fronting onto Hills Road. Inclusion of such images at the application submission stage is recommended. The site plan may not have included a recent wing to the rear of the hotel on Hills Road, and it will be important for this to be correctly drawn to enable a proper interpretation of its impact.

Site footprint

- With the building having exceeded its original parameter footprint, the alley to the side and rear, between the building and the boundary, now appears narrow. Further information as to the function of the space and how pedestrians would experience this area would be helpful, even if its use is strictly private. It may be necessary to consider sliding the 'service core' further into the building to reduce the bulge on the west elevation.

Historic reference

- The architects are encouraged to keep the reference made to the former Victorian 'Clifton Villa' which is to be found in the wall next to Kett House.

VERDICT:

10 Station Road – AMBER (unanimous)

The conclusions of the Sub Panel meeting were as follows (11 November 2015):

Station Road elevation

- Fenestration. The more ordered rhythm of the fenestration and columns is welcomed as a direct response to the Panel's previous comments on the elevation. The addition of the horizontal spandrels covering the mezzanine line is also welcomed. It was felt that this new proportion particularly improved the relationship with Kett House.
- Stone cladding to plinth and double-height entrance. The Panel appreciated the demonstration of the various alternative options but are not entirely convinced that there is yet a holistic logic to the treatment of the stone cladding and the definition of its detailing and extent. For example, the Panel would like to see the cladding extended to cover the double height of the entrance to help celebrate this space.

Relationship with 20 Station Road

The Panel welcome the proposed sequence of buildings with 10 Station Road sitting more comfortably between 20 Station Road and Kett House. To provide a 'touch point' with 20 Station Road, the Panel suggested greater use of brick rather than glazing at the upper level east corner, perhaps with a stronger projecting element. Responding to the immediate neighbouring buildings to either side in the elevations, might create more telling moves than the concerns with defining 'bookends' to the four blocks in the row.

Relationship with the hotel on Hills Road

- The Panel did not find the computer-generated images as particularly helpful in evaluating the building's impact as experienced from the southern corner. However, as this is a matter of impact on a hotel which only has a single passage window overlooking the building, the Panel felt this juxtaposition could be considered to be acceptable.

- The architects are however encouraged to test various solutions such as using brise-soleil louvres on the southwest façade to achieve greater privacy for the hotel rooms and give passive, rather than direct views, from the windows of adjacent office floors.

South and East access

- The Panel strongly questioned the usability of this passageway space given its very narrow dimensions. There will be instances where two cycles will need to pass each other alongside a parked bike and this looked difficult. The safe movement of cyclists arriving or leaving the site as well as appropriate lighting should be given further consideration.

‘Clifton Villa’ sign.

- The Panel welcome the proposal to maintain this historic reference.

Conclusion

The Panel appreciate the architects’ positive response to their previous comments. They feel that the scheme for 10 Station Road has progressed and is now a simplified and better mannered building that sits well within its context.

VERDICT – GREEN (unanimous) - providing the South and East cycle access passage width is re-examined.

- 6.39 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:

63-73 Hills Road (Centennial Hotel)

- 7.2 The representations can be summarised as follows in respect of the original submission can be summarised as follows:

- Overbearing impact on the hotel resulting in an unacceptable sense of enclosure
- Loss of daylight and sunlight
- Loss of privacy with unacceptable window to window relationships
- There is a private residential apartment at the site which will be adversely impacted in terms of amenity.
- The scheme differs significantly from that shown on the parameter plans approved under 08/0266/OUT. The parameter plans were set to maximise the opportunities for development but balance these against the site constraints and the amenity impacts.
- Lack of information submitted showing the relationship of the proposed buildings to the hotel or other surrounding properties. This suggests that there was a failure to assess the proposals adequately in relation to the hotel.
- The alterations will result in a 15.25m building high being sited 2m from the common boundary as opposed to the 7.5-8m set away from the common boundary set out in the parameter plans.
- The 5 storey building will be approximately 3.5m from the hotels rear projection which has two corridor windows that provide the only natural light to the rear wing and around 18m from the rear of the main hotel building.
- The alterations also propose an increase in depth to the buildings of approximately 4m to the rear.
- The hotel is already compromised by the development set out in the parameter plans and the proposed plans will exacerbate this to an unacceptable level.
- Serious concerns regarding the analysis presented in the daylight/sunlight report and confirm that hotels are potentially sensitive receptors.
- The proposals will compromise the functioning of a viable hotel.
- 3/4, which requires development to respond to its immediate context. Policy 3/7 requires good interrelations and integrations between buildings. Policy 3/13 requires buildings that are substantially taller than their neighbours to demonstrate that they will not detract from local amenity. The proposals are contrary to these Policies.
- The application is not accompanied by verified views analysis as adopted guidance for the application of Policy 3/13 requires. This is a material consideration as it postdates the original planning consent.

7.3 The representations in respect of the scheme as amended can be summarised as follows:

- ☐ This information should have been supplied at the outset.
- ☐ The scheme has been prepared without a proper assessment of the effects on my property.
- ☐ Development on the site is accepted but the proposals go well beyond what is reasonable and what was outlined in the parameter plans.
- ☐ Views 4 and 5 shown the southwest corner but do not show the full face of the building that affects my property.
- ☐ The additional information is helpful but it does not clearly demonstrate the relationship of the proposed development and my property.
- ☐ Planners. Local Councillors and Planning Committee Members can visit my property at any time should they so wish to see the site from the rear of the hotel first hand.
- ☐ Concerns regarding scale and mass remain.
- ☐ The proposed building will completely dominate the hotel.
- ☐ Overlooking issues have not been addressed
- ☐ There are residential windows that look out onto the rear of the site, not only hotel rooms.
- ☐ The proposals will affect my amenity and also the amenity of the hotel which provides much needed short stay accommodation.

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

8.0 ASSESSMENT

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

- 1 . Principle of development
- 2 . Context of site, design and external spaces (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 An outline planning application for CB1 was approved in April 2010 for the comprehensive redevelopment of the Station Area (08/0266/OUT). Therefore, the principle of office development on this site has been firmly established.
- 8.3 A series of parameter plans (known as the CB1 Masterplan) were approved as part of the outline permission which set the parameters to which development proposed under any subsequent reserved matters application must conform.
- 8.4 A full planning application is required in this instance because the application proposals vary from the parameter plans approved at outline stage in terms of the proposed footprint.

Restriction on occupation of office development

- 8.5 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.
- 8.6 In my opinion, the principle of the development is acceptable and in accordance with policies 7/2 and 9/9 of the Cambridge Local Plan 2006.
- 8.7 The key issues for consideration in the determination are the additional impacts over and above those of the Parameter Plans. These will now be assessed under the relevant section headings in the following report.

Context of site, design and external spaces (and impact on heritage assets)

Response to context

- 8.8 Although the application is submitted in full, the basic scale and massing parameters, land use and access arrangements for the site were identified and fixed in a series of parameter plans and accompanying information approved as part of the CB1 Outline (08/0266/FUL). The proposed scheme is largely consistent with the principles established in the outline with some variations to the building line and options concerning the access to the basement car park.
- 8.9 In terms of the design of the elevations and materials these have been developed to respond to Kett House to the west and 20 Station Road to the east. In addition the overall materials palette is consistent with the overall palette in CB1 which is, in part, informed by the existing retained Victorian Villas on the north side of Station Road.

Movement and Access

- 8.10 In terms of addressing the Design & Conservation Panel concerns regarding the width of the cycle access to the western boundary, drawing SITE-KY-02 shows the width to be 1.2m which is sufficient to manoeuvre a bicycle through. The section that also accommodates a series of cycle hoops is wider at 1.5m wide.
- 8.11 Two options for access to the basement car park have been submitted and have been done so to provide flexibility in terms of achieving the required access. Both options are acceptable in design terms although the 'Option B no ramp' allows for a more continuous linear park envisaged in the Outline Masterplan.
- 8.12 Option A – with ramp – the submitted drawings do not identify the proposed details of the flank walls to the ramp. These walls will be visible from Station Road and should therefore be finished in such a way as to complement the building and provide a high quality entrance into the car park. This detail can be covered through condition.

Layout

- 8.12 The building occupies the position identified in the Outline masterplan with the access proposed to the northern elevation. The core is located to the western side of the building which is configured in such a way as to provide flexibility for the future letting of the office space.
- 8.13 The cycle parking is located to the rear of the site and car parking located in a basement. The approach to the layout is consistent with other J Buildings on Station Road and acceptable in design terms.

Scale and massing

- 8.14 As with the other J Buildings along Station Road, there are a number of adjustments to the footprint of 10 Station Road. The changes to footprint of the building on the north side are similar to those approved to the other J Buildings. The variation in the proposed footprint of the building when compared to the Outline Masterplan, are similar to the variations brought forward for each of the J Buildings on Station Road and are acceptable in design terms.
- 8.15 The proposals will create a 5 storey office with a well setback plant room/lift overrun at the 6th floor. The overall height to the parapet is approximately 12.5m and the overall height to the top of the plant enclosure is approximately 18m (17.7m). The height is therefore consistent with Parameter Plan 1 of the CB1 Outline (08/0266/OUT).

Elevations and Materials

- 8.16 The submitted plans and elevations do not identify the proposed materials although these are described in some detail in the supporting Design & Access Statement (pages 46-48).
- 8.17 A green/brown roof is also illustrated in the Design & Access Statement the green tone identifies the extent of the roof on the submitted roof plan (drawing GA-RF-07) although it is not labelled as such. The provision of the green/brown roof is supported in design terms.
- 8.18 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12.

Public Art

- 8.19 Although the application is a 'freestanding' full planning application in my view public art should be considered in the wider CB1 Masterplan context. The applicants are happy with this approach. I am satisfied that a clause within the S106 to require the implementation of the approved Public Art Plan is sufficient in this case to ensure that Public Art is delivered as part of the wide CB1 redevelopment.
- 8.20 In my opinion, subject to the inclusion of a clause in the S106 agreement requiring delivery of the agreed Public Art Plan 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

- 8.21 The Senior Sustainability Officer has noted that the outline permission for the CB1 development set a requirement for all non-residential elements to achieve a minimum of BREEAM 'excellent'. Whilst this application is a full application and would not have to comply with the conditions imposed on the outline permission, it is still proposed that the buildings will achieve the 'excellent' BREEAM rating. Other sustainable design features include green/brown roofs, photovoltaic panels, greywater/rainwater collection, solid fins to control solar gain. All of these measures are supported. The Senior Sustainability Officer has also concluded that the renewable energy provision would be acceptable, notwithstanding that it is slightly below the 10% threshold (at 7%). The reason for this conclusion is that the overall level of carbon reduction being achieved as a result of the hierarchical approach to reducing carbon emissions, the scheme overall is acceptable. I agree with this advice and am satisfied that the current proposals whilst outside of the outline requirements is still string to provide good standards in relation to renewable energy and sustainability.
- 8.22 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

- 8.23 The Access Officer has not raised any objection to the proposals on the basis of disabled access to the site. I note the comments regarding the door and the hearing loops and I have added an informative to advise the applicants of these comments. Detailed arrangements for the internal aspects of the office will be covered by Building Regulations. I am agree with the advice from the Access Officer and I am satisfied that the proposals are acceptable in this regard.
- 8.24 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.25 The property closest to the application site, and therefore the one most likely to be affected by the current proposals is the Centennial Hotel. This property is sited to the south west of the application site and shares a common boundary with the site. The Centennial Hotel is formed from a number of original terraced properties which front onto Hills Road. These properties are now inter-connected and together form the Hotel (nos 63-73). The Hotel is has a three storey rear extension with access/undercroft parking at the ground floor level (eg two floors of hotel rooms). The extension is linked at first floor level to the main hotel and projects out to the east to within approximately 1.5m of the common boundary at its closest point. The hotel rooms in the extension have outlook either to the north or south although there is a corridor window which is on the eastern elevation. There is also residential accommodation at the site which consists of the managers apartment. From my site inspection it is my understanding that this accommodation is sited to the south of the hotel buildings (eg furthest away from the proposed office block).

Relationship with adjacent dwellings

Separation distance

- 8.26 The key relationship that needs to be assessed through this application is the relationship with the Centennial Hotel to the

west of the application site, and particularly the proximity of the proposed office block to the extended part of the hotel. The proposed office block would be sited approximately 2m off the common boundary with the Hotel. The closest part of the extension is set 1m from the boundary, increasing to approximately 3m further to the north. This means that the proposed office block would be sited at a distance of between 3 and 5m from the extension of the hotel. This compares with a distance of between 9m and 11m identified on the Parameter plans at outline stage. Whilst this is a closer relationship I am of the opinion that the approved parameter plans would have resulted in a building that would have been highly visible from the hotel, and that whilst the current proposals are closer, in visual terms, the impacts will be similar.

- 8.27 In reaching this conclusion I have been mindful of the orientation of the buildings in relation to one another and note that the 'end' elevation of the hotel extension will 'front' onto the side elevation of the proposed office block. No bedroom windows look directly onto the office block to the east and so the relationship is essentially rear to flank rather than window to window. Coupled with the fact that the hotel use would have transient population and that the rooms would mainly be used at night, I am of the opinion that the office building would not appear as overly visually dominant to the extent where a refusal of planning permission could be sustained.

Overshadowing/loss of light

- 8.28 A Daylight/Sunlight Assessment produced by Delva Patman Redler (DPR) on October 2015 with an addendum dated 23 November 2015 was submitted with the original application. This report concluded that the impacts on daylight/sunlight would be acceptable and that out of a total of 132 windows assessed to the west of the site (along Hills Road) only one window would fall below the BRE guideline. The overall conclusions of this report are that the affected window is of less significance as it is on a hotel and so would not impact on residential amenity to the same extent as if this were a residential property.
- 8.29 The conclusions of this initial report were challenged by a third party who commissioned their own independent assessment by EB7 which reached the following key conclusions:

- The technical analysis accompanying the report does not reflect the final scheme and it cannot be said with any certainty that additional impacts are non-material.
- Clarification of the accuracy of the technical assessment due to discrepancies identified.
- The BRE Guidelines identifies hotels as a potentially sensitive receptor at paragraph 2.2.2
- Do not agree that the inclusion of the 4th Floor terrace and an increase of the 4th floor parapet by 210mm generally and by 1m around the stair core will not make any material difference.
- Lower ground floor windows are situated in a light well and have not been modelled correctly

8.30 A further update letter was produced by DPR which responded as to the queries raised by EB7. These can be summarized as follows:

- The DPR sunlight and daylight report set out the principal guidelines of the BRE Guide. As stated in the DPR report the advice given within the BRE Guide *'it is not mandatory and the guide should be seen as an instrument of planning policy its aim is to help rather than constrain the designer'*. It goes on to state that *;although it gives numerical guidelines, these should be interpreted flexibly since natural lighting is only one of the main factors in site layout design'*.
- The BRE Guide makes it clear in paragraph 2.2.2 that the principal concern is to protect residential amenity and adjoining dwellings within and around the development. Where daylight is required, including living rooms, kitchens and bedrooms. Bedrooms are noted to be of less importance because they are mainly occupied at night time. Whilst the hotel is valid for consideration in daylight and sunlight terms it is of less significance than residential amenity. The DPR report fully includes an analysis of the Hotel windows but given the use it is considered that the occupant's requirement and expectation of daylight is generally less than that of a fully tenanted residential accommodation. Moreover, as confirmed by the EB7 letter, the accommodation affected is bedrooms which are of even less significance because they are mainly occupied at night time. Additional reference to the 'circulation space need not be analysed as stated within 2.2.2 pf the BRE guide.
- The daylight sunlight analysis model is based on a 3D measured survey model produced and provided by Plowman Craven Surveyors. This is widely recognised as the most

accurate source of 3D massing modelling for analysis purposes. No access to the hotel has been obtained and no plans of the building have been sourced and so notional layouts for the building have been assessed. If there are light wells as described, then clearly the Plowman Craven modelling does not take this into account. However, as this will affect both the existing and proposed conditions it is quite possible that this will not have a material affect on the quantum of chance and therefore the compliance levels of windows/rooms at this level. The light wells themselves are quite likely to naturally inhibit the access of natural light itself and therefore, the expectation of daylight within these rooms will be lower as a result.

- We remain of the opinion as stated within the DRP letter dated 23 November 2015 that whilst the revised scheme will generate some additional reductions to the neighbours these will not generate any materially additional impact that would significantly alter the conclusion within our main October 2015 report.

8.31 I have reviewed the content of both the DRP reports and also the independent review of this by EB7. I have also sought the comments of the Urban Design and Conservation Team in respect of the conclusions of the report and viewed the extended part of the hotel (closest to the boundary) internally. At the site visited I noted that there is a single window serving the corridor (circulation space) on the eastern elevation. Whilst the impact on this window cannot be given significant weight it is worth noting in my view, that this window is currently insufficient to naturally light the central corridor for its full length and artificial lighting is relied upon even during daylight hours. I also noted the lightwell (low level) windows at the site visit and from my site inspection I am of the view that these windows already do not give 'standard' levels of light and so to some extent do already inhibit natural light. I also agree with the conclusions of the DRP report that the expectation of light in rooms served by lightwells is lower.

8.32 With regard to the windows serving the bedrooms, none of these have outlook directly to the east and face either south or north (depending on which side of the corridor they are sited). I am also minded that there is flexibility within the BRE guide, and that these are guidelines, rather than absolute requirements. Whilst I accept that there will be some impacts upon some of these rooms, I am persuaded that as these are

relatively small hotel bedrooms (as opposed to a suite or family room) the main occupation of these will be overnight and that the impacts on the light to these rooms would, on balance be acceptable. I have also noted that the Council's Urban Design and Conservation Team have not raised any concerns with regard to the methodology adopted for the daylight/sunlight assessment or its conclusions. The windows serving the managers apartment meet the thresholds set out in the BRE guidance. On this basis I am of the opinion that a refusal of the scheme on loss of daylight/sunlight could not be substantiated.

Overlooking/loss of privacy

- 8.33 The applicant has assessed the potential for overlooking from the proposed development on properties fronting onto Hills Road. Views between existing and proposed development have been assessed in the submitted D&A Statement (pages 32-33) and summarised in the submitted Planning Statement. The assessment demonstrates that the potential for impact is limited to a single window on Vinter Terrace located approximately 24m from the proposed elevation and a further window on the hotel 3m away. The view from and towards the Vinter Terrace window is at an oblique angle and far enough away for privacy of occupants to not be compromised. I am content with the conclusion of the assessment in relation to the properties on Vinter Terrace and I am also satisfied that the surrounding commercial properties to the east (part of the CB1 redevelopment) and Kett House to the west would not be adversely affected by the increase in floorplate of the building.
- 8.34 With regard to the Centennial Hotel I am of the view that the windows with outlook to the east on the original part of the hotel are set at a sufficient distance (approximately 18m) from the proposed office block so that adverse overlooking would not occur. The rear extension to the hotel is set in very close proximity to the western elevation (approximately 3m at its closest point). The rear projection of the office block also extends to the south, past the extension. Whilst the angle of outlook from the office building would be quite acute, I am minded that there should be some treatment to the windows that could give outlook towards the rooms on the extended part of the building either through the application of a reflective film, obscure glazing or Brise Solei. The Managers apartment is to the south of the hotel building and is set at the furthest point from the proposed office block. That said, the window treatment to the western elevation would also protect the

windows in this apartment from overlooking from the office block. I am satisfied that this would protect the hotel rooms from undue overlooking and I have recommended a condition to this effect.

Enclosure/loss of outlook

- 8.35 From the site inspection I noted that to the rear of the Hotel, the modern extension to some extent already encloses the rear courtyard to the north. I also noted that the rear area is largely marked out for, and used for parking and did not appear to serve any amenity function in relation to the hotel. The existing office block of Jupiter House is also very clearly visible from the rear. From the extension the rooms with outlook to the north are enclosed by Kett House. I am of the opinion that as the rear space is mainly given over to parking and operational uses (bins etc) and that the existing office block is clearly visible that the physical presence of the amended office block compared to that outlined in the parameter plan would not be so stark that a refusal of planning permission could be justified in this instance.

Noise and disturbance

- 8.36 The principle of office use in this location has already been established via the grant of outline planning permission. Whilst this is a 'full' planning application, I am of the opinion that the comings and goings associated with this scheme would be very similar to that granted outline permission. The increase to the floorplate would not in my opinion, give rise to an excessive level of noise and disturbance that would be experienced. I have recommended conditions to deal with plant noise.

Overspill car parking

- 8.37 It is proposed to provide 37 car parking spaces at basement level. The Highway Authority have not raised any objection in relation to the quantum of parking provision. Given that this is a highly accessible location I am of the opinion that the parking provision at the site is acceptable. The site lies within the Controlled Parking Zone and so there is limited parking in the vicinity of the site. However, given the public transport links in the immediate vicinity I do not consider that the proposals would exacerbate parking issues.

Construction activities

- 8.38 The site is located in a central location and is adjacent to two very busy roads (Station Road and Hills Road). In addition to this, there is already significant construction work taking place in the vicinity of the site due to the wider CB1 Construction work currently taking place. I am satisfied, given the characteristics of the site that subject to conditions to control construction hours and deliveries to the site and an informative concerning the considerate contractors scheme that the development phase of the works would not be unduly disruptive.
- 8.39 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

- 8.40 The Waste Manager has advised that Waste Management Strategy is sufficient in the proposed quantities for refuse and recycling provision. Whilst he has noted some potential concerns with the layout of the bin store in operation, as there has been no objection to the proposals I have no alternative but to conclude that this would be acceptable subject to a condition requiring the bins to be provided as specified.
- 8.41 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

Highway Safety

- 8.42 The Highway Authority have indicated that either of the access options would be acceptable to them from a highway safety perspective. They have recommended that a condition is imposed so that the access option selected is confirmed prior to commencement of the work. I agree with this advice and have recommended a condition in respect of the access option to be confirmed.
- 8.43 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

Car and Cycle Parking

8.44 As outlined at paragraph 8.37 the quantum of car parking is considered to be acceptable. There would be a total of 193 cycle parking spaces and I am satisfied that the layout would result in a useable provision. The requirement for the quantum of cycle parking would equate to 1 space per 30m² of office floorspace which would equate to the requirement to provide 188 cycle spaces. There is also the requirement to include some visitor parking within the standards although this is not quantified. Given that there would be 5 visitor spaces provided within the scheme I am of the opinion that the parking level proposed would be acceptable in the light of the policy requirements. Subject to a condition to ensure the cycle parking is provided, I consider the proposals to be acceptable in this regard.

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

Third Party Representations

8.46 The main points raised in the representations have been addressed in the main body of the report, a summary is provided below:

Issue	Response or paragraph number where addressed in report.
Residential amenity (overlooking)	8.33
Scale bulk/overbearing	8.27
Loss of light	8.28- 8.32
Deviation from parameter plans	This is a full application which is the correct process for a scheme which does not comply with the parameter plans approved at outline stage.
Concern relating to daylight/sunlight assessment submitted	This assessment has been updated in response to the concerns raised. 8.28 – 8.32
Lack of information submitted with the initial application.	After review by the case officer, further information and detail was requested and this was provided. Officers are satisfied that there is

	currently enough information submitted to fully assess the proposals.
Additional information provided does not alleviate concerns.	8.46
Compromise functioning of a viable hotel	Commercial interests cannot be given significant weight.
Right to Light	This is covered by other legislation and so is not a material planning consideration.
Requirement for verified views for tall buildings	The heights of the buildings are within the parameter plans approved at outline stage and so the LPA is of the opinion that verified view are not required as a building of this height has already been considered at outline stage.

Planning Obligations (s106 Agreement)

8.47 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.

8.48 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 must be for specific projects as opposed to generic infrastructure types within the city of Cambridge.

Transport

- 8.49 The County Council (Growth and Economy) have requested the following to be secured by way of a S106 agreement.
- ☐ A Travel Plan should be secured for the site which should include, inter alia, details of how cycle parking will be managed.
 - ☐ As with other CB1 applications, there should be an obligation requiring off-site parking surveys to be undertaken using a methodology to be agreed with the County Council; in the event that the surveys reveal a need to measures to be introduced then the applicant will fund consultation and implementation of a parking management scheme for impacted roads up to a total cost of £75,000.
 - ☐ A payment of £300,000 should be made to the County Council towards delivery of the Station Gateway Digital Wayfinding Project.

Occupancy Restriction

- 8.50 Policy 7/2 of the Cambridge Local Plan requires an occupancy restriction to be imposed on new office development as set out at paragraph 8.4 to this report.

Public Art

- 8.51 As set out at paragraph 8.8 to this report, I am satisfied that the implementation of the approved public art plan for the wider CB redevelopment is appropriate in this instance.
- 8.52 Subject to the completion of a S106 planning obligation to secure infrastructure provision, an occupancy restriction and delivery of public art, I am satisfied that the proposal accords with Cambridge Local Plan (2006) policies 8/3 and 10/1 and the Planning Obligation Strategy 2010.

Planning Obligations Conclusion

- 8.53 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 The changes to the proposals from those set out in the parameter plans approved at outline planning stage have been fully considered by officers with assistance from experts such as those on the Design and Conservation CB1 Sub Panel. I am of the opinion that this is a balanced decision and after very careful consideration I am satisfied that on balance, the proposals will be acceptable in terms of their impacts.
- 9.2 In my view the quality of the building reflects its setting in an Area of Major Change and would be an appropriate replacement for an existing, dated office building and bringing tangible public benefits in terms of the delivery of the wider Masterplan.

10.0 RECOMMENDATION

10.1 APPROVE subject to the satisfactory completion of the s106 agreement and subject to the imposition of the following conditions:

10.2 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

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 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. 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 future occupants of this property from the high ambient noise levels in the area (Cambridge Local Plan 2006 policy 4/13)

10. 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).

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

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

12. 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 3/14)

13. 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)

14. Before starting any brick/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 and type of jointing and 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 visual amenity 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 3/4, 3/12 and 4/11)

15. 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).

16. 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).

17. Prior to the occupation of the development hereby approved, 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 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)

18. 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)

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

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

20. Prior to works commencing that will affect the remaining Clifton Villa Gate pier a methodology and set of protection measures shall be submitted to and approved in writing by the Local Planning to demonstrate how there pier will be protected during construction works and retained thereafter in situ. Once approved the methodology and any protective measures shall be implemented and adhered to for the duration of the construction period

Reason: To ensure that the gate pier is retained in situ, in the interests of the visual amenity of the streetscene. (Cambridge Local Plan policies 3/4, 3/7 and 4/11).

21. 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)

22. 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)

23. 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)

24. 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 policy 4/13

25. 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)

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

(i) Generator - Use

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

(ii) Generator - Hours of Running for Maintenance

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

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

27. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (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)

28. A landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas 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 and 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: 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)

29. 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. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

30. The surface water drainage scheme shall be managed and maintained in accordance with the surface water drainage management and maintenance plan for the lifetime of the development.
31. Prior to the first occupation of the development hereby approved, the restriction in run-off and surface water storage on site as outlined in the Drainage Strategy (354599/BSE/BNI/001/C, November 2015) and Memorandum shall be fully implemented.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity.

32. Full details of any drainage system which will not be adopted (including all SuDS features) shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any building. The submitted details should identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The maintenance plan shall be carried out in full thereafter.

Reason: To ensure the satisfactory maintenance of unadopted drainage systems in accordance with the requirements of paragraphs 103 and 109 of the National Planning Policy Framework.

33. Prior to the commencement of the use hereby permitted, the on-site storage facilities for industrial waste, including waste for recycling and the arrangements for the disposal of waste detailed on the approved plans shall be provided and shall include provision for a minimum of one third recycling/organic capacity. The approved arrangements 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

34. Prior to the first occupation of any offices on the western elevation a scheme for the treatment of the windows to this elevation to prevent overlooking to the properties to the west of the site (including The Centennial Hotel) shall be submitted to, and approved in writing by the Local Planning Authority. The scheme may include measures such as Brise Solei or other obscuring methods (film etc) and should include views showing the effect of the screening proposed from the office windows. Once approved the scheme shall be fully implemented in accordance with the approved details and shall thereafter be retained as such.

Reason: To ensure that the offices do not give rise to overlooking issues in the interest of amenity Cambridge Local Plan (2006) Policies 3/7 and 3/4.

35. Prior to the commencement of the development hereby approved the applicants shall provide written confirmation as to whether access will be provided by the approved option A, or option B for the scheme. No other alternative access provision shall be made.

Reason: In the interests of highway safety, for the avoidance of doubt as options a and b are alternative options for access which needs to be clarified prior to the implementation of the scheme. Cambridge Local Plan Policy 8/2.

36. The building shall not be occupied until the area identified on the approved plans for car parking has been drained and surfaced in accordance with details submitted to and approved by the local planning authority in writing and that area shall not thereafter be used for any other purpose than the parking of vehicles.

Reason: To avoid obstruction of the surrounding streets and in the interests of highway safety and convenience. (Cambridge Local Plan 2006 policies 8/2 and 8/10)

37. The building shall not be occupied until the area identified on the approved plans for cycle parking has been provided in accordance with details submitted to and approved by the local planning authority in writing and that area shall not thereafter be used for any other purpose than the parking of cycles.

Reason: To avoid obstruction of the surrounding streets and in the interests of highway safety and convenience. (Cambridge Local Plan 2006 policies 8/2 and 8/10)

38. The proposed on-site renewable energy 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) and to protect human health in accordance with policy 4/14 of the Cambridge Local Plan (2006).

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: 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: 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: 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).

The Access Officer advises that: A sliding door would be preferable to a revolving door. Hearing loops are required at desks

The Deployment of cranes and/or temporary tall structures could be a concern. Accordingly it is requested that the applicants engage with the MOD and Cambridge International Airport should any structures of this nature be required. Temporary tall structures must be in accordance with BS7121 siting of Cranes Paragraph 12.3.3.

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: 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: An application to discharge trade effluent must be made to Anglian Water and must have been obtained before any discharge of trade effluent can be made to the public sewer.

Anglian Water recommends that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of such facilities could result in pollution of the local watercourse and may constitute an offence.

Anglian Water also recommends the installation of a properly maintained fat traps on all catering establishments. Failure to do so may result in this and other properties suffering blocked drains, sewage flooding and consequential environmental and amenity impact and may also constitute an offence under section 111 of the Water Industry Act 1991.