

<b>Application Number</b>	17/1550/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	14th September 2017	<b>Officer</b>	Charlotte Burton
<b>Target Date</b>	14th December 2017		
<b>Ward</b>	Trumpington		
<b>Site</b>	Jupiter And Leda House 10 And 20 Station Road Cambridge CB1 2JD		
<b>Proposal</b>	The demolition of the existing 10 & 20 Station Road (Jupiter & Leda House) and the construction of a new office building comprising 14,274sqm (GIA) of Class B1(a)/Class B1(b) floorspace including ancillary accommodation/facilities with a single basement of 3,322 sqm (GIA) providing 98 car parking spaces, with associated plant and 482 cycle parking spaces at grade level, hard and soft landscaping including a pocket park and access from Station Road.		
<b>Applicant</b>	Brookgate CB1 Limited		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"><li>• 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.</li><li>• The Outline consent for the Station Area development and the previous schemes on the site are very significant material considerations and I have set out the differences between the approved plans and the current application in my report.</li></ul>
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	<ul style="list-style-type: none"> <li>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 Masterplan.</li> </ul>
RECOMMENDATION	APPROVAL

## 1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site forms part of a larger area which is the subject of the CB1 Station Area Redevelopment proposals for which outline planning permission was granted in April 2010. Specifically the application relates to Blocks J3 and J4 of the Masterplan.
- 1.2 The site is at 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, including the Centennial Hotel. Directly opposite the site lies Salisbury Villas which are three storey substantial Victorian properties. To the east is 22 Station Road which was built as part of the CB1 development.
- 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 Leda House and the construction of a single new office building comprising 14,274sqm (GIA) of Class B1(a)/Class B1(b) floorspace with a single basement providing 98 car parking spaces and 482 cycle parking spaces at ground level. A 'pocket park' is to be formed between the building and the boundary with Kett House.
- 2.2 Planning permission has already been granted for the construction of two separate office buildings on 10 and 20

Station Road subject to completion of related s106 Agreements. These decisions are a significant material consideration in this case. The following table sets out a comparison between the descriptions of the two proposals for the sites.

	<b>Floorspace</b>	<b>Car Parking</b>	<b>Cycle Parking</b>
10 Station Road (15/2271)	5654sqm	37 spaces	193 spaces
20 Station Road (15/0865 and 15/0864)	7421sqm	40 spaces	254 spaces
Total	13,075sqm	77 spaces	447 spaces
Current Scheme	14,274sqm	98 spaces	482 spaces

2.3 Another key difference between the current scheme and those previously approved is that the proposed use of the building has been changed to include both office use (Class B1a) and research and development use (Class B1b).

2.4 The application is for full planning permission which means that the scheme is not required to accord with the Parameter Plans that were agreed as part of the Outline Approval for CB1. However the Outline Approval should be regarded as having some weight in decision making.

2.5 The application is accompanied by the following supporting information:

- Planning Statement
- Acoustic Report
- Air Quality Statement
- Archaeology Statement
- Daylight/Sunlight Assessment
- D&A Statement
- Ecology Report
- Drainage Strategy
- BREEAM Assessment
- Energy Strategy
- Heritage Statement

- Transport Statement and Travel Plan
- Operational Waste Strategy
- Landscape Proposals/Management Plan
- Estate Management Strategy
- Phase Specific Investigation Plan

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

- Transport Assessment Addendum
- Updated Air Quality Assessment
- Additional surface water drainage information
- Visuals showing the view from Hills Road
- Comparative elevations for illustrative purposes

### **3.0 SITE HISTORY**

3.1 The key planning history comprises:

08/0266/OUT	<p>CB1 Station Area Redevelopment: A/C</p> <p>The comprehensive redevelopment of the Station Road area, comprising up to 331 residential units (inclusive of 40% affordable homes), 1,250 student units; 53,294 sq m of Class B1a (Office) floorspace; 5,255 sq m of Classes A1 /A3/A4 and/or A5 (retail) floorspace; a 7,645 sq.m polyclinic; 86 sq.m of D1 (art workshop) floorspace; 46 sq m D1 (community room); 1,753 sq m of D1 and/or D2 (gym, nursery, student/community facilities) floorspace; use of block G2 (854 sq.m) as either residential student or doctors surgery, and a 6,479 sq.m hotel; along with a new transport interchange and station square, including 28 taxi bays and 9 bus stops (2 of which are double stops providing 11 bays in total), a new multi storey cycle and car</p>
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park including accommodation for c. 2,812 cycle spaces, 52 motorcycle spaces and 632 car parking spaces; highway works including improvements to the existing Hills Road / Brooklands Avenue junction and the Hills Road / Station Road junction and other highway improvements, along with an improved pedestrian / cyclist connection with the Carter Bridge; and works to create new and improved private and public spaces.

15/0865/FUL	20 Station Road: Demolition of Leda House and construction of a new 6 storey office building comprising 7421sq.m (GEA) of office floorspace (Class B1); 254 cycle spaces; associated plant; hard and soft landscaping; a basement with 40 car parking spaces and 3 motorcycle bays; infrastructure works (Scheme A)	Resolution to grant consent subject to completion of S106 Agreement
15/0864/FUL	20 Station Road: Demolition of Leda House and construction of a new 6 storey office building comprising 7421sq.m (GEA) of office floorspace (Class B1); 254 cycle parking spaces; associated plant; hard and soft landscaping; a basement with 40 car parking spaces and 5 motorcycle bays; infrastructure works including basement car park ramp (Scheme B)	Resolution to grant consent subject to completion of S106 Agreement

15/2271/FUL	10 Station Road: 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.	Resolution to grant consent subject to completion of S106 Agreement
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#### 4.0 PUBLICITY

4.1	Advertisement:	Yes
	Adjoining Owners:	Yes
	Site Notice Displayed:	Yes
	Public meeting/exhibition	No
	DCF	No

#### 5.0 POLICY

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

#### 5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2006	3/1 3/4 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 RECAP Waste Management Design Guide Planning Obligation Strategy Public Art
	<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)**

##### Comments provided on original submission

- 6.1 Concerns about control point for access, vehicles waiting to access the site and size of car parking spaces in basement. Conditions/informatives recommended.

##### Comments in relation to further submission 23.11.2017

- 6.2 The revised vehicle tracking drawings are acceptable and larger vehicles in the car park agreed as management issue.

#### **Cambridgeshire County Council (Transport Assessment Team)**

##### Initial comment 06.10.2017

- 6.3 Objection. Clarification is required regarding existing trip generation. The proposed trip rates presented are consistent with those presented in the CB1 Revised Transport Assessment. However further details are required on car



parking. The car parking provision is below maximum car parking standards. Measures to prevent staff from parking in the surrounding area are required and securing car parking surveys of local streets. The cycle parking provision is above minimum cycle parking standards. The details of the visitor parking management should be detailed and secured as part of a cycle management strategy as part of the Travel Plan for the site.

#### Comment on additional information 01.12.2017

- 6.4 No objection. The issues raised have been sufficiently addressed. The car parking provision is acceptable, provided the car parking surveys of local streets are secured. The cycle management strategy of visitor parking should be secured as part of the Travel Plan for the site. The trip generation and car parking accumulation is acceptable subject to off-site car parking on residential streets being provided as part of the mitigation package.

The County Council require that the following should be secured through condition or S106 agreement:

- Travel Plan with cycle management strategy
- Car park surveys of local residential streets
- A payment of £300,000 should be made to the County Council towards delivery of the information centre.
- A payment of £150,000 should be made to the County Council towards the Tenison Road Area Traffic Calming scheme.

### **Environmental Health**

#### Initial comment 06.10.2017

- 6.5 Air Quality Assessment required.

Recommend conditions for:

- Plant noise insulation
- Construction hours
- Collection during construction
- Construction/demolition noise/vibration & piling
- Dust condition
- Emergency generator
- Contaminated land

- Artificial lighting
- Electric vehicle charging points

#### Comment on air quality assessment 03.01.201

- 6.6 No objection. The proposal represents further intensification of the site compared with the current use, the original CB1 Masterplan and earlier planning applications. The traffic changes associated with the proposed development are below the screening threshold and there is not CHP proposed. The three gas fired boilers represent an intensification of the site but will represent minimal impact due to the replacement of older less efficient boilers with new low NOx boilers. The report confirms that the combustion plant will be vented from the roof at a minimum height of 1m above roof level. This is acceptable. The use of low NOx boilers and the installation of EV charge points should be secured through conditions.

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

#### Initial comment

- 6.7 Additional Information required.

The proposals are a storey taller than that envisaged through the Outline. A visualisation from Hills Road is needed to assess whether the increased scale and massing of 10 Station Road section of the building will be apparent above the Hills Road terraced houses.

Unconvinced by the applicant's assessment that considers overlooking to adjacent properties. Measures to prevent overlooking from the office building into adjacent existing properties and associated amenity spaces need to be incorporated into the elevations.

The Daylight and Sunlight Report demonstrates that affected rooms are unlikely to experience noticeable changes in daylighting levels.

The proposed elevations clearly define the base, middle and top of the building. The revisions to the massing 'envelope' create a well-balanced and symmetrical elevation to Station Road.

The design of the elevations and materials these have been developed to respond to Kett House to the west and 22 Station Road to the east. The overall materials palette is consistent with the establishing palette in CB1.

The glazed centre section of the scheme creates an atrium space for circulation and reception. The intention is for this space to continue through the building to connect into a courtyard garden that terminates this axis through the building. The approach to the elevations is supported in design terms.

The pedestrian and cycling arrangements are consistent with the approach taken on the previous schemes at 10 and 20 Station Road and are considered acceptable in design terms.

Recommend conditions:

- Materials samples
- Glass types
- Sample panel
- External treatment of the cycle stores
- Details of all solar panels
- Secure access to car park
- Lighting plan
- Rooftop plant
- Ramp retaining walls
- Clifton Villa Gate Pier

### Comment on additional information 22.12.2017

- 6.8 The applicant has submitted the views requested in our previous comments on the application to demonstrate the impact of the proposed scheme when looking over the terraced houses that front on to Hill Road. These are based on agreed viewpoints from the previous applications. We have assessed the views which helpfully show the approved schemes and the proposals to allow an easy comparison between the two to be made. These views reveal that the proposed scheme will present an increased scale and massing over the approved scheme. However the increase is relatively modest and is not considered harmful in views across the Central Conservation Area.

The applicant is not proposing to make any amendments to the proposals to address concerns relating to overlooking of adjacent existing properties. We acknowledge that the rear elevation is an improvement over the escape stairs on the approved scheme and that the windows are narrower and use chamfered brickwork to minimise overlooking. However we still have some concerns and accordingly would suggest that obscure glazing/film may be required. This could be covered via appropriate condition should the application be approved.

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

### Comments 02.10.2017 & 11.01.2018

- 6.9 Acceptable. The atrium planting areas, green wall and planters on the upper levels are supported but only if it can be achieved correctly and maintained adequately. Full details of the internal green wall should be submitted and again the advice of specialist interior landscape professionals sought to select the right species for the internal environment. Support roof terrace planting. Confirmation required that all planters in the pocket park/rear garden area will be automatically irrigated and recommendations for maintenance. Recommend conditions for hard and soft landscaping scheme, landscape maintenance and management plan, tree pit details and green roof details

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

Initial comment 28.09.2017

- 6.10 No objection. The overall approach to sustainable design and construction and renewable energy provision, energy efficiency and carbon reduction is supported. The Energy Strategy sets out that by taking a hierarchical carbon reduction of 29.73% is predicted. This approach is supported. In terms of renewable energy provision, a 75 m<sup>2</sup> photovoltaic panel array is proposed. A BREEAM pre-assessment report shows that the office space is capable of achieving the BREEAM 'excellent' requirement. This approach is supported. Recommend conditions for renewable energy implementation and BREEAM. Clarification is required in relation to BREEAM credits for water consumption and the provision of electric vehicle charging points as part of the basement car park.

Comment on additional information 07.11.2017

- 6.11 No objection. The applicant has now clarified that greywater recycling is not to be utilised for the scheme, although rainwater will be used for irrigation as part of a site wide approach. The scheme will still lead to a 40% reduction in water consumption, which is supported. With regards to electric vehicle charging points, it has been confirmed that 5 spaces are to be provided with charging infrastructure, which is supported. Given the rapid uptake seen in electric vehicles over the last year, I would recommend that consideration be given to future proofing the electricity infrastructure within the basement for the addition of further charging points in the future.

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

Initial comment 22.06.2017

- 6.12 Additional information required to satisfy the drainage hierarchy and discharge rate have been adequately considered.

Comment on additional information 05.01.2018

- 6.13 Acceptable subject to condition for detailed surface water drainage works.

**Lead Local Flood Authority (Cambridgeshire County Council)**

6.14 No comment to make on the application.

**Environment Agency**

6.15 No objection. Application falls within Flood Risk Standing Advice. The site is considered to be of high sensitivity and could present potential pollutant/contaminant linkages to controlled waters. Recommend groundwater and contaminated land conditions.

**Anglian Water**

6.16 No comments received.

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

6.17 No comments received.

**Access Officer**

6.18 No comments received.

**Refuse and Recycling**

6.19 No comments received.

**Historic Environment Team (Growth and Economy, Cambridgeshire County Council)**

6.20 No objection. Archaeological work on previous applications within the immediate vicinity these have yielded poor results and a condition for further investigation work is not necessary.

**Cambridgeshire Constabulary (Architectural Liaison Officer)**

6.21 No objection.

## **Ministry of Defence (Safeguarding)**

6.22 No comments received.

## **Cambridge International Airport**

6.23 No comments received.

## **Developer Contributions Monitoring Unit**

6.24 No objection. No financial contributions required.

## **Disability Panel meeting of 31 October 2017**

6.25 The Panel felt they had little comment to make. Improvements could be made to the accessible toilets that appeared to be too small with inward-opening doors.

6.26 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 objecting to the proposal:

- 77 Hills Road
- 116 Tenison Road
- 15 - 17 Clarendon Road
- 9 Fairsford Place
- The Bike Depot, 140 Cowley Road (Camcycle)

7.2 The representations can be summarised as follows:

- The footprint and massive scale of the building is too large for the site.
- Floor space exceeds outline application
- Combined blocks and creation of 'megablock' not supported.
- Developer is taking similar approach to combine blocks as 32-38 Station Road (Wilton Terrace).

- Appeal Inspector for 32-38 Station Road schemes noted separate blocks as key design feature.
- Impact on character and appearance of conservation area.
- Impact on villas on northern side of Station Road which are BLIs.
- Impact on properties on Hills Road including Centennial Hotel and Warren Close properties in terms of loss of light and privacy.
- Impact on No. 77 Hills Road in terms of reduction in daylight, overbearing impact, loss of privacy due to proposed increase in the number of windows and roof garden.
- Overdevelopment.
- Further destruction of the environment around the station
- Loss of matures trees at the front and within the site, including role of these as carbon sinks.
- Parking provision would worsen traffic congestion and air pollution in the area.
- Accident data should be updated by the applicant.
- Harm to footway along Station Road
- Local cycle infrastructure is not good and Station Road is dominated by motor traffic.
- Inadequate arrangements for vehicles to load which would block access for pedestrians and cyclists.
- Design of access would encourage motorists to drive too quickly into and out of the site, threatening and intimidating access for pedestrians. Footway should give priority to pedestrians and be convenient for wheelchair users.
- Applicants do have an opportunity to help the process of improving walking and cycling infrastructure in the rapidly evolving area of Station Road. The site should provide space for a segment of cycleway.

7.3 The owners/occupiers of the following addresses have made representations supporting the proposal:

- 4 Morland Terrace

7.4 The representations can be summarised as follows:

- Redevelopment of the area is hugely improved and has a 'real buzz'.



7.5 Councillor Robertson has made a representation objecting to the application which can be summarised as follows:

- The Cumulative Impact Assessment for the people and traffic movements within the CB1 development is required to take account of the changes that have happened compared to the outline consent.
- The applicant's Transport Assessment and Travel Plan are flawed in several areas, in particular ignoring aspects of the current situation on the ground.
- Local residents and Councillors have undertaken a count of movements on Great Northern Road in January 2017 and identified problems for pedestrians and cyclists.
- The whole consent for people and traffic movement across Station Square needs review.

7.6 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. Transport impact, car parking and highway safety
8. Cycle parking
9. Refuse arrangements
10. Air Quality
11. Sustainable Drainage
12. Third party representations
13. 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. This is also reflected in the approval of alternative proposals for these two sites.

### Restriction on occupation of office development

- 8.3 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 B1 (a) 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.
- 8.4 The current proposal includes an alternative use for B1 (b) research and development purposes. This is a departure from the outline consent which did not include B1 (b) use. However, this use is supported under Local Plan policy 9/9 specifically relating to the Station Area and is appropriate for the location. Policy 7/2 similarly applies an occupancy restriction to high technology and related industries and services within Use Class B1 (b) concerned primarily with commercial research and development, which should show a special need to be located close to the Universities and other established research facilities or associated services in the Cambridge area. As such, I consider it is necessary to secure this through the S106 Agreement.
- 8.5 Subject to this, 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. The key issues for consideration in the determination of this application are the additional impacts over and above those which would arise from the approved schemes. 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**

### Scale and massing

- 8.6 The south side of Station Road is undergoing rapid change. No. 22 Station Road which lies to the east of this site is complete and accorded with the approved outline Parameter Plans at 24.7m high. The approved schemes for No. 20 form a matched pair with No. 22 and is the same height (15/0865 and 15/0864). This was one storey higher than the outline Parameter Plan. The approved scheme for No. 10 is lower than No. 20 and consistent with the outline Parameter Plan at 18.25m high. Kett House to the west of the site is 19m high.
- 8.7 The proposed office building would be (23.4m high). This would be 1.3m lower than the approved scheme at No. 20 Station Road but one storey higher than that for 10 Station Road. It therefore exceeds the outline Parameter Plan in both locations. However, the proposal would be lower than No. 22 and thus maintains the height differential between buildings on this side of Station Road with increasing building heights between Kett House and the tallest building on the CB1 development, 50/60 Station Road. In my opinion, the proposal would retain this important element of the concept for the street scene within the CB1 development.
- 8.8 For this reason, I share the views of the Urban Design and Conservation team that the increase in height in particular can be supported subject to it not creating an unacceptable visual impact when viewed from Hills Road or an unacceptable loss of daylight or overlooking to adjacent resident properties. I have dealt with the impacts on residential amenity below. In visual terms, I consider the changes are not harmful to the street scene or the Conservation Area for the reasons set out above.
- 8.9 Another key aspect of the site context is the gaps between office buildings. The building occupies the positions of Blocks J3 and J4 as identified in the outline Masterplan. The current proposal has two elements on the general footprint of Blocks J3 and J4 and links the two parts of the building with a glazed atrium to form a single office building. The atrium is set back from the main building frontage by approximately 5m and 4m to the rear, and extends the full depth of the building at ground floor. The atrium occupies parts of the upper floors on the building frontage, most prominently at first floor. The recessed top floor of the atrium would be set back from the frontage.

- 8.10 In this respect, the proposal is a departure from the outline Masterplan. However, in my opinion the proposal maintains the overall concept of the masterplan. The glazed treatment contrasting with the more solid masonry would allow the two elements of the building to be read. The setback of the atrium from the frontage and the space that this would allow to bring landscaping between the two elements would reinforce this concept within the street scene. The building would have the overall appearance of a linked pair of buildings, which would be appropriate to the concept behind the outline Masterplan.
- 8.11 Compared to the outline Masterplan and the approved schemes, the proposed 'linked building' would result in the loss of the 10m wide gap between Nos. 10 and 20. However, the quality of this area as open space would have been compromised by the introduction of a ramp access, which is one of the approved access options under previous consents. The proposal – by linking the two footprints – would allow the gap between the building and Kett House to be increased approximately 10m wide (compared to approximately 3.6m wide on the previous schemes). This would be landscaped to form a 'pocket park' providing an external seating area, which would form part of the linear park along this side of Station Road. In my opinion, the quality of this space would be better than the previous approved schemes in terms of the amenity it provides and its contribution towards the street scene.
- 8.12 In my view, following detailed examination of the supporting material to the application, the height of the proposed building and the setting back of the linking feature will render the building an appropriate addition to the Station Road context.

#### Movement and Access

- 8.13 The approved schemes for Nos. 10 and 20 Station Road provide for two alternative access arrangements for vehicles as follows:
- a) Formation of a new access ramp at 10 Station Road to form an in-out arrangement using the existing ramp at No. 22; or
  - b) Provision of a ramp adjacent to the existing ramp at No. 22 to form a two way ramp

8.14 The current proposals take forward option (b). The adoption of this approach allows for the introduction of an area of public open space between the building and Kett House. In my view this is a good outcome as it provides an improved environment at the western end of Station Road, as set out above, and groups the access ramps together which will reduce their visual impact in the streetscene.

8.15 The main entrance presents itself to Station Road and in this way provides a legible entrance. The ground floor atrium facilitates access through the building to and from the cycle parking area adjacent to the south boundary.

### Elevations and Materials

8.16 A curtain walling system is to be employed to contain reconstituted stone at the ground floor level and gault bricks on the upper levels of the linked building. The link itself will be an insulated glass wall with horizontal fins and curved walls will soften the entrances at either end. Glazed curtain walling continues along the uppermost level which is set back from the elevations and there will be green roofs. The elevations show a range of window openings which incorporate fins and set-backs which control solar gain and overlooking and also provide a high degree of interest on the façade.

8.17 The elevations define the base, middle and top of the building and create a balanced and symmetrical elevation to Station Road. The Urban Design and Conservation team have commented that the elevations and materials respond to Kett House and No. 22 Station Road. The overall materials palette is consistent with the establishing palette within the CB1 development. For these reasons, in my opinion the proposed elevations would be an appropriate response to the context, subject to details to be secured through conditions as recommended by the Urban Design and Conservation team.

### Open Space and Landscape

8.18 In addition to the green roofs referred to above the scheme will deliver a number of planted areas including:

- Continuation of the linear park and tree planting on Station Road
- Planting within the atrium space on the façade of the building to fourth floor level and on the ground floor including an internal green wall

- A 'pocket park' to the western side of the site including space for seats and a pop-up restaurant of the type elsewhere on CB1
- Small garden adjacent to rear access
- Planting to terraces and planting beds

The Landscape officer is broadly supportive of the landscaping scheme but a number of details will need to be controlled by condition. These include the details for delivery and retention of the internal green wall.

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

### **Public Art**

8.20 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. 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. All of these measures are supported. The Senior Sustainability Officer has also concluded 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 applicant has addressed inclusive access in section 4.08 of their Design and Access Statement. The proposal includes 2 no. disabled car parking spaces within the basement and space for parking modified bicycles. The landscaping and approach to the main entrance includes no steep gradients. The Council's Disability Panel has reviewed the application and has not raised objections. Suggestions were made regarding improvements to the accessible toilets which the applicant should note and incorporate into the detailed design for the internal arrangements, which will be covered by Building Regulations. In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12 in this regard.

### **Residential Amenity**

#### Impact on amenity of neighbouring occupiers

- 8.24 The application site is in close proximity to existing buildings fronting Hills Road (including Vinter Terrace) and flats within the Warren Close housing development. I have assessed the impact on these properties with reference to the consented schemes, as well as the impact on the wider area.

- *Centennial Hotel (Nos 63-73 Hills Road)*

- 8.25 The property closest to the application site is the Centennial Hotel (Nos 63-73). This is located to the south west and shares a common boundary with the application site. The Centennial Hotel is formed from a number of original terraced properties which front onto Hills Road which are now inter-connected. The hotel has a three storey rear extension with access/undercroft parking at the ground floor level (e.g. two floors of hotel rooms). The extension projects 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 manager's apartment which is understood to be within the southern part of the terrace.

- 8.26 The proposed office block would be sited approximately 5m from the boundary with the hotel. The closest part of the hotel extension is set approximately 1m from the boundary, increasing to approximately 3m further to the north. As a result, the proposed office block would be sited at a distance of between 6 and 8m from the hotel extension. This compares to a distance of between 9m and 11m on the Parameter Plans at outline stage, and between 3 and 5m on the 'approved' scheme. Thus, while the proposal would be closer to the hotel boundary than the outline Parameter Plans, it would be further than the 'approved' scheme.
- 8.27 In terms of height, the south western elevation would be approximately 18.8m high to the roof of the fifth floor and 22.2m high to the roof of the set-back sixth floor. The roof plant would be above this, however would be pushed away from the edge of the building. The proposed building would be one storey taller than the 'approved' scheme. However, in my opinion, the increased distance between the side elevation of the hotel extension and the proposed building would mitigate for the increased height. The increased gap between the proposed building and Kett House would provide some openness which would relieve the outlook from the hotel. As such, 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.
- 8.28 The applicant has submitted a Daylight and Sunlight Assessment. The Urban Design team has reviewed the assessment and has advised that the impact on daylight and sunlight is acceptable. For the hotel, in terms of daylight, the assessment finds that 36 of the 38 windows assessed fully accord with the vertical skyline component (VSC) test. The two windows that fail are located on the northern elevation of the hotel extension. One of these faces towards the site and one is on a side elevation located below an overhang. Both these windows are currently below the recommended VSC, so the proposal would not have a significant impact on this room



compared to the existing situation. Nine rooms will experience alterations to the no sky-line (NSL) which breach the recommended guidance. However, these rooms fully adhere to the VSC test so would retain an acceptable level of daylight. In terms of sunlight, all eight of the windows assessed under these criteria fully comply with the annual probably sunlight hours (APSH) test for annual and winter sunlight. In summary, whilst there will be alterations in VSC and NSL to some windows and rooms within the hotel, the hotel use is less sensitive than residential use due to the transitory nature of the occupation and are generally considered to have a lower expectation of light. For this reason, I consider this impact to be acceptable.

8.29 In terms of overlooking, I have considered the impact on the windows on the rear elevation of the hotel including those on the eastern elevation of the hotel extension in closest proximity to the site. The proposed south western and southern elevations of the building include extensive glazing. There would be some direct views from the office building towards the facing windows at a distance of approximately 6m to the hotel extension and 21m to the rear elevation of the terraced part of the hotel. There would be oblique views from the south western and southern elevations towards the southernmost part of the hotel including the manager's accommodation. Whilst I am satisfied with the impact on the terraced part of the hotel, 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 Soleil. I am satisfied that this would protect the hotel rooms from undue overlooking and I have recommended a condition to this effect.

8.30 The rear of the hotel is largely used for parking and does 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 servicing 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 and the 'approved' schemes would not be so stark that a refusal of planning permission could be justified in this instance.

- *Nos. 75, 77 and 79 Hills Road and Vinter Terrace*

8.31 To the south of the hotel, are Nos. 75, 77 and 79 Hills Road which appear to be in residential use. These are two storey mid-terrace properties with rear gardens. The owner/occupant of No. 77 has objected to the proposal on the grounds of loss of light and overbearing impact, and loss of privacy. To the south of No. 79 is the OISE school of English which occupies Nos. 81 to 85 Hills Road. I am not concerned about the impact on the language school which is non-residential.

8.32 The previous schemes and the outline consent established the principle of large scale office buildings in this location. The proposed south-west and south elevations would be 18.8m high to the roof of the fifth floor and 22.2m high to the roof of the set-back storey. The roof plant would be centrally located on the linked building, which would locate it more to the rear of the residential properties, compared to the schemes for two separate buildings. The proposal would remove the previously approved gap between the two buildings, however the recessed link and the use of visually-lightweight glazing would visually break up the elevation. The building would be approximately 7m from the southern boundary of the site which would be 1m further away than the 'approved' schemes.

8.33 The current proposal would have a greater enclosing impact on the rear of these properties than the 'approved' schemes by virtue of the additional storey on the western wing and the inclusion of a link element. However, in my opinion, the separation distances between both the rear garden boundaries and the rear of the properties with the proposed building mean the proposal would not result in a significant adverse impact on residential amenity that would warrant refusal. The building would be approximately 13m at its closest point to the rear boundary of No. 75 and approximately 28m at its further point to the rear boundary of No. 79. These properties have gardens approximately 15m long resulting in between 25-40m distance between the proposed building and the rear elevations. In my view, this is a sufficient distance such that the enclosure from the proposed six storey building would not be unduly overbearing compared to the approved five storey scheme.

8.34 The applicant's Daylight and Sunlight Assessment has assessed the impact on Nos. 73-79. It concludes that all

windows and rooms to these properties would meet the VSC and NSL criteria so would receive acceptable daylight levels. The orientation of these windows outside the radius of 90 degrees due south is such that the ASPH test for sunlight is not relevant. The orientation of the site to the north of these properties means that there would be no overshadowing of the rear gardens. For these reasons, I concur with the advice from the Urban Design team that the application has demonstrated the proposal would not have a significant impact on daylight and sunlight levels to these properties and would not harm the residential amenity of the occupants.

- 8.35 With regards to overlooking, the Urban Design and Conservation Team has noted the potential for overlooking into the rear gardens and has recommended a condition for the use of obscure-glazing film. In my opinion, some form of reflective film, obscure glazing or brise soleil is necessary on the windows on the south and south west elevations and the rear elevation of the link element on the upper floors. Subject to this, there would be no significant loss of privacy to these properties.

- *Warren Close*

- 8.36 To the rear of the site is the westernmost flat block within Warren Close. This is three storeys high at its southernmost point closest to the site. There are windows on the rear elevation facing towards the application site, some of which are obscure glazed. Between the site boundary and the flat blocks is a car parking/servicing area.

- 8.37 There is a separation distance of approximately 19m between the rear elevation of the proposed offices and the flats, which is similar to the 'approved' schemes. The proposed building would be taller than the flats; however the eastern wing would be lower than the 'approved' scheme. The proposed building would present a longer single elevation facing the Warren Close flats compared to the 'approved' two separate buildings; however this would be broken up with the recessed link element. In my opinion, the proposal would not have a significant impact in terms of visual dominance or enclosure compared to the 'approved' schemes. The space between the buildings is not amenity space as such the impact of the

proposal on this area would not impact on the residential amenity of the occupants of the flats.

8.38 There are windows in the flats and on the southern elevation of the proposed offices which would face each other and allow overlooking and inter-looking. While there would be direct views, given the separation distance of approximately 19m and the relatively small size of the windows of the flats, I am satisfied there would be no unacceptable loss of privacy. Moreover, the nature of office use is such that the proposed building would not be intensively used during the weekends and evenings which are the most sensitive times for residential uses. Thus the proposed use would be compatible in this respect.

8.39 The applicant's Daylight and Sunlight Assessment has assessed the impact on Nos. 60-71 Warren Close. With regard to daylight, 32 of the 37 windows assessed fully accord with the VSC criteria. Of the five windows that fail the criteria, three of these serve rooms that benefit from a second window that would retain a VSC in accordance with the RBE guidance, and would retain an acceptable level of daylight. The remaining two windows on the ground and first floor would retain VSC above 20% of their former value, which is allowed for within the BRE guidance. With regard to the NSL, 23 out of 31 room assessed meet the criteria. Of the eight rooms that fail, six rooms would be served by windows that fully adhere to the VCS criteria. The remaining two rooms are on the ground and first floors and are single aspect served by windows that face directly onto the application site. These windows are obscure glazed and are likely to serve bathrooms. Moreover, the impact on these windows is likely to be similar to the 'approved' scheme. I consider this to be acceptable.

- *Wider area*

8.40 The principle of office use in this location has already been established via the granting of outline planning permission and the resolution to grant consent for the 'approved' schemes. I consider the alternative proposed B1 (b) use would not be materially different in terms of the impact on residential amenity. The increase to the floorplate of the proposed building compared to the outline consent and approved schemes would not in my opinion, give rise to a significant excessive level of

noise and disturbance that would be experienced by local residents. I have considered the number of comings and goings from the site and the impact on on-street car parking in the transport section below.

- 8.41 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. There is potential for noise from plant, the sub-station and emergency generators as identified by the Environmental Health Officer. Again these impacts can be controlled by conditions. I have covered air quality in a separate section below.
- 8.42 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.

### **Transport Impact, Car Parking and Highway Safety**

- 8.43 A Transport Assessment has been submitted which has been reviewed by the Highways Authority who support the proposal subject to mitigation measures. The proposal promotes a shift towards sustainable transport modes by reducing the number of car parking spaces on the site to 98 spaces which is lower than the current provision associated with the existing office blocks. 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. Nonetheless, the Highways Authority has recommended car parking surveys of local residential streets to be carried out and secured through the S106 Agreement so that this impact can be monitored.

- 8.44 According to the Transport Assessment, compared to those estimated and accepted in the outline application assessment, the proposed development is predicted to result in:
- an additional 19 vehicle trips in the AM peak hour and 17 trips in the PM peak hour;
  - an additional 49 pedestrian and 106 cycle trips in the AM peak hour and 45 pedestrian and 97 cycle trips in the PM peak hour; and
  - an additional 90 public transport trips in the AM peak hour and 82 public transport trips in the PM peak hour.
- 8.45 The Highways Authority is satisfied with this assessment and has recommended mitigation through financial contributions towards the delivery of the information centre within the CB1 development and towards the Tenison Road Area Traffic Calming scheme, as well as the implementation of a Travel Plan and car park surveys of local residential streets. These would be secured through a S106 Agreement.
- 8.46 The proposed access would use a similar arrangement to the approved schemes via a double access ramp between Nos 20 and 22. During the course of the application, revised tracking drawings were submitted which demonstrated to the Highway Authority that the access arrangements and the layout of basement car parking spaces would be acceptable. The Highways Authority has raised no objections to the proposal and I accept their advice.
- 8.47 For these reasons, subject to the recommended conditions and mitigation measures, the proposal would have an acceptable impact on the local highway network and highway safety, and is compliant with Cambridge Local Plan (2006) policy 8/2.

### **Cycle Parking**

- 8.48 The proposal includes a total of 482 cycle parking spaces. This is in accordance with the Council's adopted standards and significantly exceeds the current provision on the site associated with the existing office blocks (44 spaces). The spaces would be a mix of Sheffield hoops (282 spaces) and double-stackers (200 spaces). Staff cycle parking would with a secure access via the pocket park. Visitor cycle parking would be at the front of the site which would be managed to prevent public use. Subject to a condition to ensure the cycle parking is

provided, I consider the proposals to be acceptable in this regard in accordance with Cambridge Local Plan (2006) policies 8/6.

### **Refuse Arrangements**

- 8.49 An Operational Waste Management Strategy has been submitted detailing arrangements for waste storage and collection. It is envisaged that waste collection would be by the City Council or a private contractor depending on the CB1 management company and individual tenants' requirements. A single refuse store would be located within the basement with space for 21 bins, a compactor and a bin lift. A collection point with space for 10 bins would be provided within the open space between the proposed building and Kett House within 10m of the public highway. The Waste Team has not commented on the application, however I am satisfied that the proposal is acceptable and meets the RECAP Waste Management Design Guide. I have recommended a condition for the Operational Waste Management Strategy to be implemented. Subject to this, in my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

### **Air Quality**

- 8.50 The site is within the Air Quality Management Area. The Environmental Health team has noted that the proposal represents an intensification of the site compared to the existing use, the outline consent and the 'approved' schemes. An Air Quality Assessment has been submitted. The Environmental Health team has advised that the traffic changes predicted for the proposed development are below the screening threshold and has raised no objection. The three gas fired boilers proposed represent an intensification of the site but will represent minimal impact due to the replacement of older less efficient boilers with new low nitrogen oxide boilers which can be secured through conditions. I am satisfied that the impact on air quality has been thoroughly assessed by the Environmental Health team and I accept their advice and recommended conditions.

### **Sustainable Drainage**

- 8.51 The proposal includes sustainable drainage systems into the proposed surface water drainage strategy comprising a a green

roof, attenuation storage and permeable paved areas. A Flood Risk Assessment has been submitted. The Sustainable Drainage Engineer has recommended approval subject to a condition for a detailed surface water drainage scheme and I accept this advice.

### **Third Party Representations**

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

<b>Representation</b>	<b>Response</b>
The Cumulative Impact Assessment for the people and traffic movements within the CB1 development is required to take account of the changes that have happened compared to the outline consent.	I am satisfied with the assessment that the Highways Authority has made which has taken account of the differences between the trips generated by the current proposal and estimated in the outline consent, and I accept their advice that the proposal would have an acceptable impact on the local highway network and highway safety subject to the mitigation to be sought through the S106 Agreement. I have no reason to take a different view.
The applicant's Transport Assessment and Travel Plan are flawed in several areas, in particular ignoring aspects of the current situation on the ground.	
Local residents and Councillors have undertaken a count of movements on Great Northern Road in January 2017 and identified problems for pedestrians and cyclists.	
The whole consent for people and traffic movement across Station Square needs review.	The current application does not include the Station Square and as a standalone application there is no opportunity to review this through the current proposal.



The footprint and massive scale of the building is too large for the site.	I have considered the scale and massing of the proposal in response to the context in the relevant sections above and set out my reasons why I consider the proposal to be acceptable.
Floor space exceeds outline application	
Combined blocks and creation of 'megablock' not supported.	
Developer is taking similar approach to combine blocks as 32-38 Station Road (Wilton Terrace).	
Appeal Inspector for 32-38 Station Road schemes noted separate blocks as key design feature.	
Impact on character and appearance of conservation area.	The proposals would not directly impact on the BLIs and Local Plan (2006) policy 4/12 does not refer to proposals that would impact on the setting of such buildings. I have assessed the impact on the setting of the BLIs in so far as this relates to the conservation area in the body of my report.
Impact on villas on northern side of Station Road which are BLIs.	
Impact on properties on Hills Road including Centennial Hotel and Warren Close properties in terms of loss of light and privacy.	
Impact on No. 77 Hills Road in terms of reduction in daylight, overbearing impact, loss of privacy due to proposed increase in the number of windows and roof garden.	I have assessed this in detail in the body of my report taking account of the Daylight and Sunlight Assessment and other information prepared by the applicant.

Overdevelopment.	I have set out my reasons why I consider the amount of development is acceptable in terms of the context and residential amenity.
Further destruction of the environment around the station	I consider the proposal to be a high quality scheme and an appropriate response to the site, including a high quality landscaping scheme which will make a positive contribution towards the street scene and the local environment.
Loss of matures trees at the front and within the site, including role of these as carbon sinks.	The loss of these trees has already been accepted in the previous 'approved' schemes. The proposal includes a high quality landscaping scheme which will form part of the linear park along Station Road. The park will make a significant contribution towards enhancing the quality of the environment along Station Road once complete.
Parking provision would worsen traffic congestion and air pollution in the area.	This has been assessed by the Highways Authority and the Environmental Health team who are satisfied that the proposal would not have a significant impact compared to the outline consent and the approved schemes.
Accident data should be updated by the applicant.	During the course of the application, additional accident data was supplied which was acceptable to the Highways Authority for the purposes of their assessment.

Harm to footway along Station Road	The building would be set back from the highway on a similar line to No. 22 and to the approved schemes. This would retain space for a footpath along the southern side of Station Road.
Local cycle infrastructure is not good and Station Road is dominated by motor traffic.	The Highways Authority is satisfied that the current proposal would not generate a significant number of additional trips compared to the outline consent and approved schemes, and therefore there is no requirement for improvements to the cycle infrastructure along Station Road.
Inadequate arrangements for vehicles to load which would block access for pedestrians and cyclists.	The Operational Waste Management Strategy provides for refuse and recycling collection from the public highway without the need for a loading bay. This is similar to the arrangements for other buildings along Station Road. The Highways Authority has not raised objections to this arrangement on highway safety grounds and I accept this advice.

Design of access would encourage motorists to drive too quickly into and out of the site, threatening and intimidating access for pedestrians. Footway should give priority to pedestrians and be convenient for wheelchair users.	The proposed access is similar to the approved scheme which was considered to be acceptable. The Highways Authority is satisfied with the arrangements from a highway safety perspective. The proposed landscaping scheme includes a change of material between the footway and the access, the detail of this will be secured through conditions.
Applicants do have an opportunity to help the process of improving walking and cycling infrastructure in the rapidly evolving area of Station Road. The site should provide space for a segment of cycleway.	The outline masterplan does not include provision of a cycleway and there is no requirement for the site to provide for this.

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

8.53 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.

8.54 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

8.55 The County Council (Growth and Economy) have requested the following to be secured by way of a S106 agreement.

- Travel Plan with cycle management strategy
- Car park surveys of local residential streets
- A payment of £300,000 should be made to the County Council towards delivery of the information centre.
- A payment of £150,000 should be made to the County Council towards the Tenison Road Area Traffic Calming scheme.

### Occupancy Restriction

8.56 Policy 7/2 of the Cambridge Local Plan requires an occupancy restriction to be imposed on new development within Use Classes B1 (a) and B1 (b) as set out at paragraphs 8.3-8.4 to this report.

### Public Art

8.57 As set out at paragraph 8.8 to this report, the implementation of the approved public art plan for the wider CB1 development is appropriate in this instance and should be secured through the S106 Agreement.

### Planning Obligations Conclusion

8.58 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. It is my view that the planning obligations sought are necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore pass the tests set by the Community Infrastructure Levy Regulations 2010.

## **9.0 CONCLUSION**

- 9.1 The proposal represents a departure from the outline parameter plans in terms of the foot print and height. The application has been carefully considered by the Urban Design and Conservation team and technical experts including Environmental Health officers and the Highways Authority. In design terms, I am satisfied that the link element successfully respects the concept of the outline masterplan for pavilion buildings along the southern side of Station Road and thus is an appropriate response to the site context. In residential amenity terms, the greater height of the building would have a greater impact on neighbouring properties than the 'approved' schemes, but this would not result in harm that would warrant refusal and could be mitigated through conditions. I have no outstanding objections from consultees on technical matters. For these reasons, in my opinion, the proposal is acceptable and would contribute to the overall regeneration of the Area of Major Change.

## **10.0 RECOMMENDATION**

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

### **Standard time**

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.

### **Approved drawings**

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.

## **Construction phase**

3. Prior to the commencement of the development, the investigation required to assess the contamination on the site and the clearance required to effectively undertake the investigation will be carried out in accordance with the following documents:

Phase Specific Investigation Plan prepared by Mott McDonald (dated 8th August 2017, ref: 355620/10-20PSIP/A).

Reason: To ensure 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.

4. Prior to the commencement of the development with the exception of works agreed under condition 3 and in accordance with the approved investigation strategy agreed under condition 3, the following shall be submitted to and approved in writing by the local planning authority:

- 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
- 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. If previously unidentified/unexpected contamination is encountered whilst undertaking the development, all site works shall immediately cease until the Local Planning Authority has been notified and the additional contamination has been fully assessed and the following has been approved in writing by the County Council Planning Authority:

- A site investigation strategy detailing the works required to assess the previously unidentified contamination
- 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
- 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 proposed remedial works setting out a timetable for all remediation measures that will be implemented.

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

6. Prior to the first occupation of the development the contamination remediation strategy approved by Condition 4 and Condition 5 shall be fully implemented on site.

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

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

- Include details of the volumes and types of material proposed to be imported or reused on site (for landscaping, piling and engineering)



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

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. Prior to the first occupation of the development hereby approved the following shall be submitted to and approved by the local planning authority:

- A completion report demonstrating that the approved remediation scheme as required by Condition 4 and Condition 5 and implemented under condition 6 has been undertaken and that the land has been remediated to a standard appropriate for the end use.
- Details of any post remedial sampling and analysis (as defined in the approved Material Management Plan as required by Condition 7) 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

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

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

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

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

11. 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)

12. 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. Development shall be carried out in accordance with the approved details.

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

13. Prior to commencement of development, full details of the measures necessary to protect the remaining Clifton Villa Gate pier during construction works and retained in situ shall be submitted to and approved in writing by the local planning authority. Thereafter the pier shall be protected 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 4/11).

### **Surface Water Drainage**

14. Prior to the commencement of development (other than demolition and site clearance), a detailed scheme for surface water drainage works shall be submitted to and approved in writing by the local planning authority. The system should be designed in accordance with the preliminary surface water drainage strategy (MottMacdonald, Aug 2017) and such that there is no surcharging for a 1 in 30 year event and no internal property flooding for a 1 in 100 year event + 40% an allowance for climate change. The submitted details shall:
  - a. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
  - b. provide a drainage plan which identifies pipe numbers, manhole numbers including invert and cover levels; and
  - c. provide calculations to show the performance of the system (including all pipes and attenuation features) for a range of summer and winter storm durations for all durations up to the seven day storm event.

Development shall be carried out in accordance with the agreed details and retained as such thereafter.

Reason: In the interests of surface water management (National Planning Policy Framework 2012).

## **Design and Conservation**

15. Prior to the commencement of use of the building hereby permitted, a scheme for the treatment of the windows on the western, south-western and southern elevations to prevent overlooking to the properties to the west of the site (including The Centennial Hotel) shall be fully completed in accordance with details that have been 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. Development shall be carried out in accordance with the agreed details and retained as such thereafter.

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.

16. 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).

17. Prior to the commencement of the development hereby approved (with the exception of demolition and 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. This shall include full details of glass type(s) to be used in curtain-wallings/windows/doors or other glazed features. Development shall be carried out in accordance with the approved details and retained as such thereafter.

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

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

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

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

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

20. Prior to the commencement of installation of any solar panels [water pre-heat, etc.] and/or photovoltaic cells, full details including the 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 encouraged to site such features so as not to be visible from ground level. Development shall be carried out in accordance with the agreed details and retained as such thereafter.

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

21. Prior to the commencement of installation of rooftop plant, full details to a large scale of any rooftop plant screening systems to be installed, where relevant, shall be 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. Any screening system shall be fully implemented at the same time as installation of the rooftop plant in accordance with the agreed details and shall be retained as such thereafter.

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

### **Landscaping**

22. Prior to the commencement of use of the building hereby permitted (or in accordance with an alternative timetable agreed in writing by the local planning authority), hard and soft landscape works shall be completed in accordance with details that have been submitted to and approved in writing by the local planning authority. These details shall include:
- a) proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting); retained historic landscape features and proposals for restoration, where relevant
  - b) proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports);
  - c) 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.
  - d) full details of green and brown roofs including details of build-ups, make up of substrates, planting plans for biodiverse roofs, methodologies for translocation strategy and drainage details where applicable.

- e) full details of all tree pits, including those in planters, hard paving and soft landscaped areas.

Development shall be carried out in accordance with the approved details and retained as such thereafter.

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).

- 23. Prior to the commencement of use of the building hereby permitted, 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 in writing by the local planning authority. This will include full details of proposed automated irrigation for all raised beds; planters, both at ground and building floor levels; and roof garden areas (but not green roof). The landscape plan shall be carried out as approved. 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.

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).

### **Sustainability**

- 24. 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 use of the renewable energy technologies. 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.

No review of this requirement on the basis of grid capacity issues can take place unless written evidence from the District Network Operator confirming the detail of grid capacity and its implications has been submitted to, and accepted in writing by, the local planning authority. Any subsequent amendment to the level of renewable/low carbon technologies provided on the site shall be in accordance with a revised scheme submitted to and approved 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).

25. 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).



## **Environmental Health - operational**

26. The development hereby approved shall utilise low NOx boilers, i.e., boilers that meet a dry NOx emission rating of 40mg/kWh, to minimise emissions from the development that may impact on air quality. Prior to installation, details of the boilers shall be submitted to and approved in writing by the local planning authority. A manufacturers NOx emission test certificate or other evidence to demonstrate that every installed boiler meets the approved emissions standard shall be submitted to and approved by the local planning authority. The details shall demonstrate compliance with the agreed emissions limits. The scheme as approved shall be fully carried out in accordance with the approved details before first occupation and shall be thereafter retained.

Reason: To protect local air quality and human health by ensuring that the production of air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the lifetime of the development, to contribute toward National Air Quality Objectives and accords with the requirements of the National Planning Policy Framework (NPPF) and policies 4/13 & 4/14 of the Cambridge Local Plan 2006.

27. Prior to the commencement of use of the building hereby permitted, a minimum of 25% of the car park spaces as shown on the approved plans shall have electric vehicle charge points installed at the point of construction and all car parking spaces shall have infrastructure for the future provision of electric vehicles charge points.

Reason: To protect local air quality and human health by ensuring that the production of air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the lifetime of the development, to contribute toward National Air Quality Objectives in accordance with the National Planning Policy Framework (NPPF) and Policy 4/14 of the Cambridge Local Plan (2006).

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

(i) Generator - Use

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

(ii) Generator - Hours of Running for Maintenance

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

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

29. Prior to the commencement of use of the building hereby permitted, a scheme for the insulation of the plant in order to minimise the level of noise emanating from the said plant 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.

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

### **Facilities**

30. The building shall not be occupied until the areas identified on the approved plans for cycle parking and bin storage and collection has been provided in accordance with the approved details and shall be retained as such thereafter.

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)

31. Prior to the commencement of use of the building hereby permitted, provisions for the safe use of car parking facilities shall be provided in accordance with details that have been submitted to and approved in writing by the local planning authority. This shall include full details of the security arrangements for the basement car parking areas. Development shall be carried out in accordance with the agreed details and retained as such thereafter.

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

### **External lighting**

32. Prior to the commencement of use of the building hereby permitted, 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 scheme shall include an artificial lighting impact assessment with predicted lighting levels at existing residential properties shall be undertaken. Artificial lighting on and off site must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light - GN01:2011 (or as superseded). Installation, maintenance and operation of the lighting scheme shall be in accordance with the agreed details.

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

## Protected species

33. Prior to the commencement of use of the building hereby permitted (or in accordance with an alternative timetable agreed in writing by the local planning authority), nest boxes for Swifts, Kestrels and Black Redstarts, and nests and tubes for Bats shall be provided in accordance with details that have been submitted to and approved in writing by the local planning authority. This shall include the full details of the specification, location and number of such boxes. Development shall be carried out in accordance with the agreed details and retained as such thereafter.

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

**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:** 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 20m<sup>3</sup> 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 plant sound 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 sound 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 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 an acoustic 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 an acoustic assessment as described within this informative.

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

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

#### **INFORMATIVE:** Dust condition informative

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

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

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

-Guidance on the assessment of dust from demolition and construction

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

- Air Quality Monitoring in the Vicinity of Demolition and Construction Sites 2012

[http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring\\_construction\\_sites\\_2012.pdf](http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring_construction_sites_2012.pdf)

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

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

### **INFORMATIVE:** Demolition/Construction noise/vibration report

The noise and vibration report should include:

a) An assessment of the significance of the noise impact due to the demolition/construction works and suitable methods for this are to be found in BS 5228:2009 Part 1 Annex E - Significance of noise effects. It is recommended that the ABC method detailed in E.3.2 be used unless works are likely to continue longer than a month then the 2-5 dB (A) change method should be used.

b) An assessment of the significance of the vibration impact due to the demolition/construction works and suitable methods for this are to be found in BS 5228:2009 Part 2 Annex B - Significance of vibration effects.

If piling is to be undertaken then full details of the proposed method to be used is required and this should be included in the noise and vibration reports detailed above.

Following the production of the above reports a monitoring protocol should be proposed for agreement with the Local Planning Authority. It will be expected that as a minimum spot checks to be undertaken on a regular basis at site boundaries nearest noise sensitive premises and longer term monitoring to be undertaken when:-

- Agreed target levels are likely to be exceeded
- Upon the receipt of substantiated complaints
- At the request of the Local Planning Authority / Environmental Health following any justified complaints.

Guidance on noise monitoring is given in BS 5228:2009 Part 1 Section 8.4 - Noise Control Targets and in Annex G - noise monitoring.

A procedure for seeking approval from the Local Planning Authority (LPA) in circumstances when demolition/construction works need to be carried out at time outside the permitted hours. This should incorporate a minimum notice period of 10 working days to the Local Planning Authority and 5 working days to neighbours to allow the Local Planning Authority to consider the application as necessary. For emergencies the Local Planning Authority should be notified but where this is not possible the Council's Out of Hours Noise service should be notified on 0300 303 3839.

Contact details for monitoring personnel, site manager including out of hours emergency telephone number should be provided.

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

- 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