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| Planning Committee Date | 05/07/2023 |
| Report to Lead Officer | Cambridge City Council Planning Committee Joint Director of Planning and Economic Development |
| Reference | 23/01474/FUL |
| Site | Blocks B2 & F2, Devonshire Quarter, Devonshire Road, Cambridge |
| Ward / Parish | Petersfield |
| Proposal | Application for detailed (full) planning permission for a severable development comprising the erection of two new buildings as follows: (1) the erection of a building for Class E(g)i/E(g)ii floorspace including ancillary accommodation/ facilities with associated plant and cycle parking (Block F2), and (2) the erection of a building for Class E(g)i/E(g)ii floorspace with multi-storey car park for Network Rail, including car and cycle parking, and ancillary Class E(a)-E(c) (Block B2) |
| Applicant | Brookgate Property |
| Presenting Officer | Tom Chenery |
| Reason Reported to Committee | Third party representations |
| Member Site Visit Date | N/A |
| Key Issues | 1. Proposed Use 2. Highways/Cycle Parking 3. Impact on the character of the area |
| Recommendation | APPROVE subject to conditions / S106 |

1.0 Executive Summary

- 1.1 An application to develop blocks B2 and F2 within the CB1 Devonshire Quarter under reference 21/00264/FUL was approved by the City Council Planning Committee at its meeting on 29th July 2021. That approved proposal allowed an apart hotel (Block B2) comprising 141 suites, a multistorey car park and 201 car parking spaces as well as 3277m² of office accommodation (Block F2).
- 1.2 This followed a previously refused planning application 18/1678/FUL for the development of the site.
- 1.3 The proposal within this application seeks to alter solely Block B2 of the approved application 21/00264/FUL. The proposal seeks to amend the use of the approved development from an apart hotel to Offices. The design of the proposal also seeks to be amended. The proposal would also result in a marginally greater number of car parking spaces (+13).
- 1.4 The proposed uses are considered to be acceptable in principle and accord with Policy 2 of the Local Plan.
- 1.5 The amended design of the proposal is not considered to cause any harm to the character and appearance of the Conservation area or the wider area.
- 1.6 The proposal is not considered to cause undue harm to the amenity or living conditions of neighbouring occupiers.
- 1.7 The proposal would provide an adequate amount of both cycle parking and car parking in accordance with the Local Plan.
- 1.8 Officers recommend that the Planning Committee Approve the application.

2.0 Site Description and Context

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| None-relevant | | Tree Preservation Order | |
| Adjacent to Conservation Area | X | Local Nature Reserve | |
| Listed Building | | Flood Zone 1 | X |
| Building of Local Interest | | Green Belt | |
| Historic Park and Garden | | Protected Open Space | |
| Scheduled Ancient Monument | | Controlled Parking Zone | X |
| Local Neighbourhood and District Centre | | Article 4 Direction | |

*X indicates relevance

- 2.1 The site comprises an irregular shaped parcel of land, which is mainly the existing surface level station car park and its access road. This is located to the north of the main station and immediately north and west of the six storey IBIS hotel and Cycle Point building and includes a section of land which extends to connect to the bend in Devonshire Road where pedestrians and cyclists are currently able to cut through to the station underneath Carter Bridge and a small section of Great Northern Road.
- 2.2 The northern boundary of the site is defined by Devonshire Road and station car parking to the north of Carter Bridge. The eastern boundary of the site is defined by the railway line. The southern boundary of the main site is defined by the mini roundabout at the eastern end of Great Northern Road. The main western boundary is defined by the gardens and properties of Ravensworth Gardens, a 2.5 storey red brick pitched terrace whose gardens face east towards the site and which are terminated by a close boarded fence onto the station car parking area. Immediately to the south of Ravensworth Gardens properties is an 'L' shaped 4 storey residential block known as F1 which fronts onto Great Northern Road. This block forms part of the CB1 development and includes apartments which have rooms which face onto a private rear courtyard space defined by a brick wall which abuts the station car parking area
- 2.3 The site is 0.7 hectares (ha) in size. The main part of the site lies outside any defined conservation area, but immediately to the north is the Mill Road Conservation Area, the boundary of which is defined by Devonshire Road. To the south is the New Town and Glisson Road Conservation Area which extends to include the grade II listed Station and Station Square in front.
- 2.4 The application site forms part of a wider site allocation for CB1 which is referred to as site M14 in the adopted LP appendix B proposals schedule. This allocation indicates capacity for mixed uses including residential, retail, office / R&D use classes and other amenities. The relevant LP policy is 21 (Station Areas West and Clifton Road Area of Major Change). The site falls within the controlled parking zone and is within the Air Quality Management Area (AQMA).

3.0 The Proposal

- 3.1 Full planning permission is sought for a severable development comprising the erection of two new buildings as follows: (1) the erection of a building for Class E(g)i/E(g)ii floorspace including ancillary accommodation/ facilities with associated plant and cycle parking (Block F2), and (2) the erection of a building for Class E(g)i/E(g)ii floorspace with multi-storey car park for Network Rail, including car and cycle parking, and ancillary Class E(a)-E(c) (Block B2) [with associated plant, hard and soft landscaping and permanent access from Devonshire Road to the Cambridge Station Car Park, utilising the existing pedestrian and cycle access, restricted to emergency and maintenance access to the railway only].

- 3.2 The proposal seeks to erect two separate buildings known as B2 (Offices and Multi Storey Car Park) and F2 (Offices) together with alterations to the public realm and access roads.
- 3.3 Development for an Aparthotel and Multistorey Car Park at Block B2 and Offices at F2 was approved under application reference 21/00264/FUL.
- 3.4 The proposed development within this application is different to the approved scheme in the following respects:

Block B2

- Change the use of the building from Apart Hotel to Offices (Use Class E).
- Amended appearance including amended floor to floor heights and fenestration changes for the proposed use as well as allowing for solar shading and insulation.
- Amended internal configuration to suit the internal layout of an office space
- Addition of further basement car parking level resulting in an additional 13 car parking spaces (216 in total) and 173 cycle parking spaces (223 in total).

Block F2

- No proposed amendments to the approved design/scheme.

Overview of Block B2 Proposal

- 3.5 Block B2 lies to the north of the existing Ibis Hotel / Cycle Point building and to the east of the station car park access road. Permission is sought for 5 storeys of office space plus plant above ground and 3 underground basement parking levels. The number of car parking spaces provided within B2 is marginally more (+13) than the number of car parking spaces being taken up by the combined footprints of B2 and F2.
- 3.6 The car parking is mainly contained to the basement levels and partly at ground floor level for disabled provision amounting to 5% of the provision. The ground floor level would also be occupied by cycle parking, the reception area and some retail/co-working space. The first to fourth floor would contain office space, with the fourth floor also comprising some outdoor terrace space.
- 3.7 Block B2 would measure approximately 19m to top of the uppermost floor and 21m to the top of its plant enclosure. It would appear equivalent in height to the Ibis / Cycle Point building.

Overview of Block F2

- 3.8 Block F2 lies to the west of the station car park access road and opposite the Ibis Hotel / Cycle Point building and B2. Permission is sought for the erection of a long rectangular office building (5,351sqm GEA) which would be adjacent to the existing apartment block F1 and the rear gardens of Ravensworth Garden properties.
- 3.9 It would be a part three / four storey building above ground plus basement below. The fourth storey would only be contained in its southern section and be equivalent in height and extent contiguous with the curtilage of the apartment block (F1) fronting Great Northern Road to the west.
- 3.10 Its three storey height would be 9.6m, its four storey height would be 12.8m, aligning itself with the boundary of F1. The building would incorporate a green roof. The western edge of the 2nd storey would be set 15.9m away from the rear facade of Ravensworth Garden properties to the west.
- 3.11 The rear of the building and its upper roof form is cut away from the common boundary by 4.4m metres providing a recess to Ravensworth Garden properties facing it. The ground floor rear contains a refuse area adjacent to the side of the existing F1 block and secure cycle parking for 162 cycles which would be covered by a cantilevered roof.
- 3.12 The eastern and southern public realm facing facades onto the station car park access road and Station Square would be articulated by a staggered corner façade and two vertically recessed sections onto the access road, breaking the form of the building down into three visually distinguishable blocks.
- 3.13 The northern façade of the building would be curved, reflecting the proposed curved design of the aparthotel opposite, providing a gentle visual gateway from Devonshire Road for pedestrians and cyclists.

Other Associated Infrastructure – Station Road and Station Square Access and Public Realm

- 3.14 The proposed development does not seek to alter the approved vehicular access arrangements into Station Square.
- 3.15 The development seeks to deliver a designated cycle path through the centre of the site along the Northern Access Road as per the already approved scheme.

4.0 Relevant Site History

| Reference | Description | Outcome |
|---------------|--|----------------------------|
| 18/1678/FUL | The proposed erection of two new buildings comprising 5,351sqm (GEA) of Class B1(a)/ Class B1(b) floorspace including ancillary accommodation/ facilities with associated plant, 162 cycle parking spaces, and 8 off-gauge cycle spaces for Block F2 and an Aparthotel (Class C1) comprising 125 suites, terrace, ancillary accommodation and facilities with multi-storey car park for Network Rail (total GEA 12,153sqm) comprising 206 car parking spaces and 34 cycle parking spaces for Block B2 with associated plant, hard and soft landscaping, and permanent access from Devonshire Road to the Cambridge Station Car Park, utilising the existing pedestrian and cycle access, restricted to emergency access to the railway only. | Refused |
| 21/00350/SCRE | Screening opinion for the proposed erection of a building comprising an Aparthotel and Multi-storey car park and a building comprising office accommodation at Blocks B2 and F2, Devonshire Quarter, CB1 Masterplan | EIA Screening Not Required |
| 21/00264/FUL | Erection of two new buildings comprising Class E(g)i/E(g)ii floorspace including ancillary accommodation/ facilities with associated plant and cycle parking for Block F2 and an Aparthotel (Class C1) with multi-storey car park for Network Rail, including car and cycle parking, for Block B2 with associated plant, hard and soft landscaping and permanent access from Devonshire Road to the Cambridge Station Car Park, utilising the existing pedestrian and cycle access, restricted to | Approved |

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| | emergency access to the railway only. | |
| 21/00264/CONDA | Submission of details required by condition 25 (Traffic Management Plan) (Block B2, CB1 Masterplan) of planning permission 21/00264/FUL | Awaiting Decision |
| 21/00264/CONDB | Submission of details required by condition 37 (Construction, Noise, Vibration and Pilling) of planning permission 21/00264/FUL | Awaiting Decision |
| 21/00264/CONDC | Submission of details required by condition 38 (Dust) of planning permission 21/00264/FUL | Discharged In Full |
| 21/00264/CONDD | Submission of details required by condition 6 (Phasing Plan) of planning permission 21/00264/FUL | Discharged in Full |
| 21/00264/CONDE | Submission of details required by condition 40 (Land Contamination Preliminary Risk Assessment; Phase Specific Investigation Plan) of planning permission 21/00264/FUL | Discharged in Full |

- 4.1 The application site falls within the wider CB1 redevelopment site and is within the outline application area associated with permission 08/0266/OUT. This permission has lapsed and there is no automatic fall-back position in respect of the outline either in principle planning matters or planning parameters. However, the outline application is still a material consideration regarding this application as is the extant full planning permission 21/00264/FUL which is implementable and should carry considerable weight in the consideration of the planning issues relevant to this proposal.
- 4.2 As indicated in the table above, there is relevant planning history regarding both Blocks B2 and F2. A planning application (18/1678/FUL) for an aparthotel and multistorey car park (B2) as well as office space (F2) was refused at planning committee in October 2020. This was refused for two reasons including:
- The proposed development would fail to provide high quality cycling infrastructure and prioritise pedestrians and cycling in the area.

- The proposed scale, massing and footprint of building B2 would cause harm to the character and appearance of the area and setting of the Mill Road Conservation Area.

- 4.3 A subsequent planning application (reference 21/00264/FUL) was determined at planning committee in July 2021 and was unanimously approved by Councillors.
- 4.4 Several discharge of conditions applications have been submitted and determined relating to the approved application 21/00264/FUL.

EIA Screening

- 4.5 In line with Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the '2017 Regulations) Officers have assessed whether the proposed development requires an Environmental Impact Assessment.
- 4.6 The overall CB1 masterplan Outline Planning permission (08/0266/OUT), was subject to an Environmental Impact Assessment (EIA) which included the site in question, the overall environmental impacts of which have been considered and mitigated through the outline. This proposal is broadly within the parameters of the outline application as approved.
- 4.7 Nonetheless, an EIA screening opinion was also conducted prior to the previously approved application (21/00264/FUL) and was submitted under its own planning reference 21/00350/SCRE. This screening opinion determined that the site does not fall within a sensitive area defined by the EIA regulations and the site is not considered to be particularly sensitive to new development. Any environmental impacts arising from the proposal were considered unlikely to be significant complex and widespread. It concluded that an Environmental Statement was not required.
- 4.8 Officers have considered the proposal within this application in light of the outcome of the previous screening opinion.
- 4.9 It is considered that the proposed level of development is the same as the approved development and that the proposal seeks to achieve higher targets and mitigation for sustainability, particularly that of the building known as B2. The buildings would also utilise Grey Water Recycling and Rainwater Recycling for B2. In addition to this, the proposal would reduce the number of vehicles accessing the site than the approved use and the site itself is relatively small.
- 4.10 Overall, officers consider that an Environmental Impact Assessment is not required.

5.0 Policy

5.1 National

National Planning Policy Framework 2021

National Planning Practice Guidance

National Design Guide 2021

Environment Act 2021

Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

Conservation of Habitats and Species Regulations 2017

Equalities Act 2010

Planning and Compulsory Purchase Act 2004

Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design

ODPM Circular 06/2005 – Protected Species

Circular 11/95 (Conditions, Annex A)

5.2 Cambridge Local Plan 2018

Policy 1: The presumption in favour of sustainable development

Policy 2: Spatial strategy for the location of employment development

Policy 5: Sustainable transport and infrastructure

Policy 6: Hierarchy of centres and retail capacity

Policy 21: Station Areas West and Clifton Road

Policy 25: Cambridge Railway Station, Hills Road Corridor

Policy 28: Sustainable design and construction, and water use

Policy 29: Renewable and low carbon energy generation

Policy 31: Integrated water management and the water cycle

Policy 32: Flood risk

Policy 33: Contaminated land

Policy 34: Light pollution control

Policy 35: Human health and quality of life

Policy 36: Air quality, odour and dust

Policy 40: Development and expansion of business space

Policy 55: Responding to context

Policy 56: Creating successful places

Policy 57: Designing new buildings

Policy 59: Designing landscape and the public realm

Policy 60: Tall buildings and the skyline in Cambridge

Policy 61: Conservation and enhancement of historic environment

Policy 72: Development and change of use in district, local and neighbourhood centres

Policy 80: Supporting sustainable access to development
Policy 81: Mitigating the transport impact of development
Policy 82: Parking management
Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

5.3 Neighbourhood Plan

N/A

5.4 Supplementary Planning Documents

Biodiversity SPD – Adopted February 2022
Sustainable Design and Construction SPD – Adopted January 2020
Cambridgeshire Flood and Water SPD – Adopted November 2016
Health Impact Assessment SPD – Adopted March 2011
Landscape in New Developments SPD – Adopted March 2010
Open Space SPD – Adopted January 2009
Public Art SPD – Adopted January 2009
Trees and Development Sites SPD – Adopted January 2009

5.5 Other Guidance

Mill Road conservation area

6.0 Consultations

6.1 County Highways Development Management – No Objection

6.2 1st Comment – Objection – No Plans showing works in the adopted highway have been submitted and the Local Highway Authority can not comment in any detail or provide any suitable conditions as a result.

6.3 2nd Comment – No Objection subject to conditions

6.4 County Transport Team – No Objection

6.5 Lead Local Flood Authority – Object

6.6 Objection on the grounds:

- Different rainfall data is required as the new method uses more up to date data.
- No surface water exceedance flow paths have been provided
- No evidence of consultation with Anglian Water has been provided regarding consent to connect to the Anglian Water Sewer network.

Officer Note: Further information addressing the LLFA's objection has been submitted to their appointed consultant advising on the application

and the extant consent including improvements to the scheme in terms of water recycling . An update on the LLFA's position will be reported to the Planning Committee on the amendment sheet as appropriate.

6.7 Environment Agency – No Response

An update on the EA's position will be reported to the Planning Committee on the amendment sheet as appropriate.

Officer Note: On the previously consented scheme 21/00264/FUL the Environment Agency stated that planning permission could be granted subject to the imposition of certain planning conditions regarding ground water and contaminated land.

6.8 Anglian Water – No Response

Officer Note: On the previously consented scheme 21/00264/FUL, Anglian Water raised no objection and recommended several conditions.

6.9 Urban Design – No Objection

6.10 Subject to recommended conditions

6.11 Access Officer – Neither Objects or Supports

6.12 Comments made regarding number of car parking spaces, blue badge spaces and proximity to lift. Comments made regarding number of oversized cycles.

6.13 Conservation Officer – No Objection

6.14 Subject to recommended conditions

6.15 Senior Sustainability Officer – No Objection

6.16 Subject to recommended conditions

6.17 Landscape Officer – No Objection

6.18 Subject to recommended conditions.

6.19 Tree Officer – No Response

6.20 Environmental Health – No Objection

6.21 Subject to recommended conditions

6.22 Police Architectural Liaison Officer – No Objection

6.23 Recommendations made regarding integrating safety and security in to the design.

6.24 Fire Authority – No Objection

6.25 Provision of fire hydrants by way of section 106 or planning condition

6.26 S106 Officer – No Objection

6.27 Network Rail – No Objection

6.28 Cambridge Water – No Response

6.29 An update on Cambridge Water's position will be reported to the Planning Committee on the amendment sheet as appropriate.

7.0 Third Party Representations

7.1 10 representations have been received.

7.2 Those in objection have raised the following issues:

- Overshadowing
- Loss of light
- Loss of Privacy
- Noise from plant machinery
- Principle of development
- Loss of aparthotel
- Air pollution and air quality issues
- Highways Safety/Traffic Implications
- Unsustainable development
- Excessive scale and height of F2 Building
- Cycle Parking Layout

8.0 Local Interest Groups and Organisations / Petition

8.1 The South Petersfield Residents Association has made a representation objecting to the application on the following grounds:

- Principle of development
- Housing Pressures
- Development beyond outline plan parameters
- Block B2 is not future proofed for conversion to cycle park
- No Taxi Management Plan
- Design of mini roundabout not adequate
- Aparthotel would alleviate holiday rentals in Cambridge
- Increase in congestion and impact on air quality
- Highways Safety Issues

8.2 Living Streets Cambridge has made a representation objecting to the application on the following grounds:

- Conflict between pedestrians and cyclists due to layout
- Request pedestrian crossing is altered

8.3 Cambridge Past, Present and Future has made a representation objecting to the application on the following grounds:

- Proposed car park cannot be converted to safe and attractive cycle park
- Personal Safety Concerns

8.4 CamCycle has made a representation objecting to the application on the following grounds:

- Failure to provide future transport needs with inadequate future proofing
- Failing to design for cycling in Station Square
- Failing to design for safety and user needs on the Great Northern Mini-roundabout
- Inadequately protecting the Chisolm Trail cycle route

8.5 The above representations are a summary of the comments that have been received. Full details of the representations are available on the Council's website.

9.0 Assessment

9.1 Planning Background

9.2 The outline planning permission for CB1 was approved in April 2010 under ref: 08/0266/OUT for the following development:

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 sqm of Class B1a (Office) floorspace; 5,255 sqm of Classes A1/A3/A4 and/or A5 (retail) floorspace; a 7,645 sqm polyclinic; 86 sqm of D1 (art workshop) floorspace; 46 sqm D1 (community room); 1,753 sqm of D1 and/or D2 (gym, nursery, student/community facilities) floorspace; use of block G2 (854 sqm) as either residential student or doctors surgery, and a 6,479 sqm 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 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.

- 9.3 The outline permission was subject to a series of parameter plans setting maximum building heights, development areas and uses for plots across the station area.
- 9.4 The land upon which the proposed B2 building is located was identified as Block B1 on the parameter plans. Block B1 was to be a single building, however, it has subsequently been divided and come forward in different phases. Block B1 at present comprises a IBIS hotel room with food and beverage uses and a multi storey cycle park. This block has been in full operational use since late summer 2016. Block B2 forms the majority of the second half of the B1 parameter plan plot which is the subject of this application. Block F2 was envisaged for residential use. It is currently undeveloped and utilised for surface grade car parking.
- 9.5 Planning permission was approved for the development of Blocks B2 and F2 in July 2021 at Planning Committee (reference 21/00264/FUL). A decision notice was issued on the 2nd April 2022. This allowed for a 125 room apart hotel and Multistorey Car Park (Building B2) and the provision of an Office block (Building F2). This planning permission expires on 2nd April 2025 in line with Condition 1 of the approved permission.

9.6 Principle of Development

Key Policies and Guidance for the development of the site overall.

- 9.7 Policies 1 and 2 of the 2018 LP set out the Council's aspirations for sustainable development and the spatial strategy for the location of employment development. The supporting text to policy 2, at para. 2.41 specifically refers to the Station Area in playing a key role in delivering the spatial strategy, stating:

'The local plan will support the continued growth of the nationally significant Cambridge Cluster. The plan seeks to deliver new employment land at six key locations in Cambridge. These are: the area around Cambridge Station, West Cambridge, Cambridge Biomedical Campus (including Addenbrooke's), North West Cambridge (covered by the North West Cambridge Area Action Plan), Fulbourn Road and Cambridge Northern Fringe East. There are also likely to be a number of opportunities to redevelop and improve offices throughout Cambridge over the lifetime of the plan.'

- 9.8 The redevelopment of the station area through the outline consent and subsequent approvals / permissions has helped contribute towards the previous 2006 LP's vision to regenerate the station area as a mixed-use neighbourhood around an enhanced transport interchange.
- 9.9 The redevelopment of these blocks is entirely consistent with strategic employment and transport policies 2 and 5 embedded into the LP. This is a highly sustainable urban location where the completion of the

regeneration of the CB1 Devonshire Quarter is strongly supported by adopted policy.

- 9.10 LP policy 21 is directly applicable to the proposal, which identifies that the application site lies within proposal site M14 Station Area West (1). This policy states that the principal land uses will include B1(a) and B1 (b) employment as well improved cycling and walking routes and facilities.
- 9.11 The policy does not seek to cap the B1(a) or B1(b) employment floorspace uses. Office use is a principal land use proposed as part of the application and is in accordance with Policy 21.
- 9.12 The supporting text to policy 21 at para. 3.85 goes on to state:

'Development should be carried out in accordance with the masterplan and parameter plans established by the outline permission. However, it is recognised that some flexibility will be needed to respond to changes in planning policy and to ensure that the overall development continues to be capable of supporting the delivery of the transport infrastructure and improvements to the public realm.'

- 9.13 The supporting text is relevant because of the shift from those uses envisaged at outline and within the previously approved planning application 21/00264/FUL to those now being proposed and the flexibility that is afforded. It is also relevant in relation to the approved parameter plans and the appropriateness of these in setting a baseline for development proposals; the text to the policy suggesting that the parameters established at the masterplan stage will continue to have relevance for development proposals. The inference is that it is reasonable for e.g. to assess the visual and amenity impacts of blocks B2 and F2, particularly in relation to residential amenity, against what was approved at outline stage.

Change from Apart Hotel use to Office Use (Block B2)

- 9.14 The proposal within this application seeks planning consent for the use of Block B2 to provide 6,680m² of office space rather than the approved 125 room apart hotel. The development would fall under Use Class E, more specifically Use Class E(g)i/E(g)ii.
- 9.15 As highlighted above, Policy 21 supports office use within the wider redevelopment of the overall site and that there is a degree of flexibility required to respond to changes and to ensure the overall development is capable of supporting the delivery of the transport infrastructure and improvements to the public realm.

- 9.16 The proposal would still fall within the approved uses as highlighted within Policy 21 and the principle of such a development is considered to be acceptable.
- 9.17 The applicant has provided a case for the change from Apart Hotel to Office use. The applicant has stated that there is a need for high quality office floor space in a constrained prime central office submarket.
- 9.18 The applicant has referenced an appeal at 104-122 Hills Road (application reference 20/03429/FUL) in which the appeal inspector states that there is an acute demand and short supply of office space within the prime central office submarket.
- 9.19 Policy 2 of the Local Plan puts emphasis on the growing knowledge based institutions and reinforcing existing high technology and research clusters. Policy 21 also supports office development in the Area of Major Change.
- 9.20 The applicant has stated that although other office development exists within the CB1 development, there is currently no availability and there is a strong level of interest.
- 9.21 The lack of office space within the Core Central area of Cambridge is acknowledged by officers and it is considered that the office use is supported by planning policies 2 and 21 and the change is supported by officers in principle.
- 9.22 Objections have been raised regarding the loss of an apart hotel use particularly that the development would reduce the number of homes in Cambridge that are used as holiday rentals and in turn address the housing shortage.
- 9.23 It is important to note that each application is assessed on its own merits and that although the apart hotel scheme has been consented it is not an allocated site and is not required to be delivered.
- 9.24 It is also important to note that the apart hotel use may provide additional holiday/tourist accommodation, it is not a guarantee that the existing private holiday lets would cease their use and become part of the housing stock.
- 9.25 As Greater Cambridge Shared Planning Authority has a 5 year housing supply of 6.1 years and as such can meet the five year minimum requirement, with the proposed uses being supported by policies within the Local Plan, the proposed use as an office is considered to be acceptable. There is no overriding policy requiring the site to deliver

additional housing as part of the CB1 development and no reasonable case can be made for this given the extant consent.

Multi Storey Car Park

- 9.26 The application site relates to the area of the CB1 Masterplan which was identified as part of Block B1 on the approved parameter plans. Block B1 was to comprise a multi-storey car park (MSCP) and a retail and office building addressing the new Station Square.
- 9.27 Third-party representations have questioned, in what is a highly sustainable location, the principle of replacing surface level parking with a MSCP. The existing road network at peak times within CB1 – particularly Great Northern Road and its feeder roads - struggles to cope with the volume of traffic attempting to access the Station. The levels of vehicular traffic are a cause for concern for third parties in relation to air quality, noise and disturbance and conflict with pedestrians and cyclists. The applicant proposes mitigation including the provision of EV charging points (25%) within the car park and controls over delivery and servicing times. Even with these measures, it is understandable that third parties wish for the opportunity to be taken to reduce car parking levels overall.
- 9.28 The parking is to be used for those using the train station rather than the office uses at Block B2 and F2. The proposed uses would largely car free for the occupiers of the buildings except for four parking spaces. There is good, easily walkable and cyclable access to the city centre and where there is high public transport accessibility. The proposal is considered acceptable and could not be resisted under the current Local Plan.
- 9.29 Objections have been received regarding the conversion of the Car Park to a Cycle Park when the use of the car park has ceased. It is of note that this is not a material planning consideration as it is outside the control of the Local Planning Authority. This matter was raised within the previous planning applications 18/1678/FUL and 21/00264/FUL.
- 9.30 Nevertheless, the applicants have indicated how this could be achieved via plans. The conversion of the car park is an indicative proposal for the future use of the site. As highlighted the car park is used by the Train Operating Company (TOC) and is required in order for the TOC to meet its franchise commitments. The applicant's confirm that car parking at the Station as an important part of the offer to passengers to trains and that there is no realistic prospect that the Rail Industry would commit to the closure or even reduction of the car parking at Cambridge Station during the life of the current franchise which runs to 2025.
- 9.31 However, this notwithstanding, the applicants have confirmed that the physical structure of the MSCP is capable of being converted into a cycle park albeit in no way does this potential conversion form part of the

planning application before members. Comments regarding the proposed conversion and issues associated with this are noted but are not a consideration of this planning application.

Office and Research & Development Use (Block F2)

- 9.32 The proposed development of Block F2 is unchanged within this application from the consented scheme under reference 21/00264/FUL. As the planning consent has not expired and is still possible to be delivered, this is a material consideration given substantial weight and is a valid fall back position.
- 9.33 As highlighted, office use aligns with the uses under policy 21 and is supported in principle.
- 9.34 Block F2 was originally envisaged for residential use but given the constraints regarding privacy by the nearby Ravensworth Garden development, an office use would be better suited in this location. This was also considered within both previous planning applications 18/1678/FUL and 21/00264/FUL.
- 9.35 The applicants recognise that the proposed commercial use for F2 is not compatible with the CB1 Masterplan residential allocation. However, in this respect it is noted that Ceres and the Mill, Vesta and I1 / K1 blocks (now under construction and which were originally commercial blocks earmarked for around 9,500sqm of space) together provide an additional 64 residential units above that allowed for by the outline. The overall amount of residential accommodation has therefore slightly increased over the original CB1 consent, with I1/K1 more than compensating for the loss of residential accommodation originally consented at outline for Block F2.
- 9.36 With the above factors in mind, there are no grounds to resist the class E office uses proposed for block F2.

Conclusion

- 9.37 The proposed use of offices rather than an aparthotel within Block B2 is compatible with the uses permitted within the wider CB1, M14 allocation area. The proposed office use at Block F2 and other range of uses on the site (MSCP and retail/coworking units) would also be compatible.
- 9.38 The proposal would make the efficient re-use of previously developed urban land, concentrating development in an accessible location close the railway station and transport interchange.
- 9.39 The range of uses is entirely acceptable and accords with policies 1, 2, 5, 21, 80 and 82 of the LP. The proposal would not be contrary to the Station

Area Development Framework (2004) which supports mixed use, high quality development with the provision of increasing existing office use within the area would be a complementary land use.

9.40 The principle of the development is acceptable and as such it is therefore necessary to assess other material considerations, these are assessed in turn below.

9.41 Design, Layout and Scale

9.42 Policies 55, 56, 57 and 59 seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully contrasts with existing building forms and materials and includes appropriate landscaping and boundary treatment.

9.43 The proposed blocks B2 and F2 as consented had the support of the Council's Urban Design and Conservation Team. The amendments sought within this application have been subject to pre application discussions.

9.44 The design, layout and scale of Block F2 is not sought to be amended from the approved application 21/00264/FUL, however, the design and internal layout of Block B2 is being amended.

9.45 Block B2 as approved is approximately 19m to the top of the uppermost occupied storey and 21m to the top of its plant enclosure and is equivalent in height to the Ibis / Cycle Point building. The consented B2 building has a curved end opposite Block F2 with an active frontage on to the access road. The building benefitted from varying heights between floors to accommodate the consented use.

9.46 The consented Block F2 is a part 4 storey, part 3 storey building which would extend from the depth of Block B2 towards Carter Bridge up toward the built form of Block F1 and the roundabout leading on to Great North Road. It is curved at both ends with its facade broken up with a different use of brick types and fenestration detailing. Block F2 aligns with the height of Block F1 where it adjoins towards the southern part of the site. The buildings then is reduced in height a part way towards the north to reduce the proposals impact upon the adjacent properties at Ravensworth Gardens.

9.47 The proposed heights are consistent with those set at the outline stage. For F2, the heights are generally lower and, combined with a more recessive footprint, provide a betterment over the outline in terms of the outlook from and impact on Ravensworth Gardens and F1 properties.

9.48 The amended design to Block B2 is a minor variation to the consented scheme and reflects the use and need of the change in use of the building. The overall bulk, massing and envelope of the building is not being amended, the amendments relate to the external façade.

- 9.49 The originally consented scheme benefitted from a more solid block towards its southern elevation adjacent to the IBIS hotel/Cycle Park. This aspect has been altered so that it is more sculptured and benefits from glazing, this reduces the massing and solidity. The more sculptured appearance is also continued throughout the rest of the building.
- 9.50 The consented scheme benefitted from a larger first floor roof height to accommodate the reception entrance to the aparthotel. The floor heights have been altered to appear more uniformed throughout the building to reflect the office use.
- 9.51 Overall, the revised design of Block B2 is supported by both the Conservation Officer and Urban Design Officer and is considered to be a high-quality design that would contribute positively to its surroundings. The proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57 and 59 and the NPPF.

9.52 Trees and Landscaping/Public Realm

- 9.53 Policies 59 and 71 seek to preserve, protect and enhance existing trees and hedges that have amenity value and contribute to the quality and character of the area and provide sufficient space for trees and other vegetation to mature. Para. 131 of the NPPF seeks for existing trees to be retained wherever possible.
- 9.54 The application is accompanied by a Landscape Masterplan and a Landscape Report.
- 9.55 The proposal seeks to make public realm improvements including a reconfigured northern access road which would provide an improved and dedicated cycle and pedestrian link to Devonshire Road to the wider CB1 development. The public realm improvements include new hard and soft landscaping which would use similar materials to those used within station square. The design of this part of the scheme aligns with and was consented as part of the approved application 21/00264/FUL.
- 9.56 The proposal seeks to include the use of a different species of tree, the altered location of several trees and different materials on the northern access road to give pedestrians more priority.
- 9.57 The Council's Landscape and Urban Design officers have commented on the scheme and raised no objection to the amendments.
- 9.58 Subject to conditions as appropriate, the proposal would accord with policies 59 and 71 of the Local Plan.

9.59 Heritage Assets

- 9.60 The application falls outside of any defined Conservation Area although is on the edge of the Mill Road Conservation Area and the New Town and Glisson Road Conservation Area and is in close proximity to the Station Building which is Grade II Listed.
- 9.61 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that a local authority shall have regard to the desirability of preserving features of special architectural or historic interest, and in particular, Listed Buildings. Section 72 provides that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area.
- 9.62 Para. 199 of the NPPF set out that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, and the more important the asset, the greater the weight should be. Any harm to, or loss of, the significant of a heritage asset should require clear and convincing justification.
- 9.63 Policy 61 of the Cambridge Local Plan (2018) requires development to preserve or enhance the significance of heritage assets, their setting and the wider townscape, including views into, within and out of the conservation area. Policy 62 seeks the retention of local heritage assets and where permission is required, proposals will be permitted where they retain the significance, appearance, character or setting of a local heritage asset.
- 9.64 No heritage concerns have been raised by colleagues in relation to nearby heritage assets, including the setting of Mill Road Conservation Area to the north (defined by Devonshire Road), New Town and Glisson Road Conservation Area or the setting of the listed station building. Officers agree that the impact of the scheme would be positive. In particular, the existing public realm in the area of B2 and F2 is poor and would be significantly improved.
- 9.65 The public realm will be landscaped and finished to tie into the existing Station Square design and appearance. The proposed scale of the buildings is appropriate and they both invite pedestrians and cyclists into the site through their curved facades facing towards and softening the appearance from Devonshire Road.
- 9.66 The application is accompanied by an Archaeological Assessment. This concludes that given the paucity of remains that have thus far been recovered throughout CB1's fieldwork-evaluation stages, the archaeological potential of both buildings B2 and F2 is low. The area occupied by B2 and F2 was extensively utilised for railway sidings and associated structures during the 19th and early 20th centuries. No further archaeological investigation is warranted.

9.67 It is considered that the proposal, by virtue of its scale, massing and design, would not harm the character and appearance of the Conservation Area or the setting of listed buildings. The proposal would not give rise to any harmful impact on the identified heritage assets and is compliant with the provisions of the Planning (LBCA) Act 1990, the NPPF and Local Plan policies 60 and 61.

9.68 Carbon Reduction and Sustainable Design

9.69 The Council's Sustainable Design and Construction SPD (2020) sets out a framework for proposals to demonstrate they have been designed to minimise their carbon footprint, energy and water consumption and to ensure they are capable of responding to climate change.

9.70 Policy 28 states development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals, including issues such as climate change adaptation, carbon reduction and water management. The same policy requires non-residential buildings to achieve full credits for Wat 01 of the BREEAM standard for water efficiency and the minimum requirement associated with BREEAM excellent for carbon emissions.

9.71 Policy 29 supports proposals which involve the provision of renewable and / or low carbon generation provided adverse impacts on the environment have been minimised as far as possible.

9.72 The application is supported by:

- Sustainability Statement
- Rainwater Harvesting and Greywater Recycling Feasibility Report
- Energy Strategy.

9.73 The amended design of the proposal allows building B2 to gain more natural sunlight through the provision of a central atrium space as well as introducing solid areas which reduce solar gain and increase the amount of insulation in to the façade.

9.74 The proposal would also result in a range of measures which would enhance the sustainability of the proposal, including the provision of an all-electric building with air source heat pumps and Solar PV panels, as well as aiming to achieve BREEAM outstanding.

The proposal would also aim to achieve all 5 BREEAM Wat01 credits for Water Efficiency which would see the use of grey water harvesting.

9.75 It is noted that the proposed use of an office building would use less water than the consented apart hotel use.

9.76 The application has been subject to formal consultation with the Council's Sustainability Officer who raises no objection to the proposal subject to conditions relating to carbon reduction technologies and water efficiency.

9.77 The applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance is compliant with Local Plan policies 28 and 29 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

9.78 Biodiversity

9.79 The Environment Act 2021 and the Councils' Biodiversity SPD (2022) requires development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach is embedded within the strategic objectives of the Local Plan and policy 70. Policy 70 states that proposals that harm or disturb populations and habitats should secure achievable mitigation and / or compensatory measures resulting in either no net loss or a net gain of priority habitat and local populations of priority species.

9.80 In accordance with policy and circular 06/2005 'Biodiversity and Geological Conservation', the application is accompanied by an Ecological appraisal and management plan.

9.81 The site at present is an area of hardstanding and car park which is considered to be of low ecological value. There are no existing ecological constraints.

9.82 Both building B2 and F2 would have green roofs. The proposed development would provide living roofs, feeding, roosting and nesting spaces for urban birds and would maintain the ecological connectivity across the wider site for species, including bats.

9.83 Officers are satisfied that the proposed development would not result in adverse harm to protected habitats, protected species or priority species and achieve a biodiversity net gain. Taking the above into account, the proposal is compliant with 57, 69 and 70 of the Cambridge Local Plan (2018).

9.84 Water Management and Flood Risk

9.85 Policies 31 and 32 of the Local Plan require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk. Paras. 159 – 169 of the NPPF are relevant.

9.86 The site is in Flood Zone 1 and is therefore considered at low risk of flooding. The site is currently hard surfaced and 100% impermeable. Existing water discharge is uncontrolled and untreated. The site is at risk of surface water flooding on the eastern side of the site.

- 9.87 Due to the sites location and as highlighted in the overall CB1 Flood Risk Assessment and drainage strategy reports, it is not feasible to drain the surface water to the ground via infiltration and there are no appropriate nearby watercourses.
- 9.88 It is therefore proposed to drain the surface water from building F2 to the private Devonshire Quarter surface water drainage network and storage cells. Surface Water from B2 will drain via the existing Anglian Water public drainage network.
- 9.89 A SuDS drainage strategy has been provided which provides a betterment over the existing surface water drainage regime and flow rates. Both properties will incorporate Green Roofs which will help attenuate the rate of run off. In addition to this, the scheme also includes permeable paving and other necessary drainage infrastructure.
- 9.90 The consented scheme 21/00264/FUL was considered acceptable and no objections were raised by either the Councils Sustainable Drainage Officer or the Lead Local Flood Authority.
- 9.91 The amended proposal within this application would allow for rainwater harvesting and greywater recycling for Block B2. This also helps with the reduction of surface water flow rates.
- 9.92 The Local Lead Flood Authority has been consulted on the scheme and has raised an objection to the development on the grounds that:
- Different rainfall data is required as the new method uses more up to date data.
 - No surface water exceedance flow paths have been provided
 - No evidence of consultation with Anglian Water has been provided regarding consent to connect to the Anglian Water Sewer network.
- 9.93 The comments of the Lead Local Flood Authority are noted, however, the proposal is on an identical footprint and envelope to the previously approved scheme with the same methods of surface water drainage being provided.
- 9.94 The proposal provides a betterment from the originally consented scheme with greywater recycling and rainwater harvesting being provided for Block B2.
- 9.95 The proposed use of offices is not considered to result in any variation in the Surface Water Drainage strategy, with the proposed amendments to the façade, also not impacting upon this.

9.96 Anglian Water were consulted but have not commented on the application.

9.97 It is therefore considered that, subject to conditions, as the development provides a betterment in surface water drainage above the consented scheme that was considered acceptable in terms of Flood Risk, the proposal is considered to be in accordance with Local Plan policies 31 and 32 and NPPF advice.

9.98 Highway Safety and Transport Impacts

9.99 Policy 80 supports developments where access via walking, cycling and public transport are prioritised and is accessible for all. Policy 81 states that developments will only be permitted where they do not have an unacceptable transport impact.

9.100 Para. 111 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

9.101 The application is supported by a Transport Assessment and Travel Management Plan.

9.102 Access to the site would be from the existing northern access road from the Great Northern Road mini roundabout. Access from Devonshire Road will be restricted to emergency vehicles and oversized Network Rail maintenance vehicles. Access would be controlled by locked removal bollards adjacent to the cycle pedestrian access

9.103 The width of the Station Car Park access road is to be reduced to 5.5m to allocate additional space to pedestrians and cycles. This includes the addition of give way points.

9.104 The MSCP will be accessed via the existing northern access road from the Great Northern Road mini roundabout, with vehicles entering the MSCP from the southern entrance and leaving via the northern exit through the surface car park adjacent to Carter Bridge.

9.105 The application has been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority and Transport Assessment Team. The Transport Assessment Team have not raised any objection to the proposal.

9.106 The Local Highways Authority originally stated that they object to the scheme on the grounds that a traffic survey needs to be submitted. Further details have been provided to the Local Highways Authority and they have confirmed that the development would not result in any highways safety concerns.

- 9.107 Subject to conditions and S106 mitigation as applicable, the proposal accords with the objectives of policy 80 and 81 of the Local Plan and is compliant with NPPF advice.

Cycle Parking

- 9.108 The Cambridge Local Plan (2018) supports development which encourages and prioritises sustainable transport, such as walking, cycling and public transport.
- 9.109 Block B2 would provide an additional 173 cycle parking spaces in comparison to the previously approved scheme 21/00264/FUL. In total Block B2 would provide a total of 223 cycle spaces of which 18 will be sheffield spaces externally, 28 sheffield spaces internally, 3 cargo spaces, 2 DDA spaces and 172 double stacked rack spaces.
- 9.110 The adopted standards within Appendix L of the local plan states that there must be a minimum of 1 per 30m² Gross Floor Area. Block B2 has a Gross Floor Area of 6,680m² which would result in the requirement of 223 cycle spaces. The proposal would provide enough cycling parking for more than 555 office staff which is considered an acceptable amount and would accord with the adopted standards.
- 9.111 For F2, the proposal will provide a total of 124 cycle spaces of which there will be 22 Sheffield stand spaces and 82 double stacked stands with 4 off gauge cycle spaces. Remaining spaces will also be allocated to the Train Operating Companies office. F2 has a Gross Floor Area of 3662m² which would result in the requirement of 122 spaces and thus the level of provision accords with the standards.
- 9.112 A condition is recommended to ensure that a detailed cycle parking layout is submitted to and approved in writing by the local planning authority prior to construction. Subject to this condition, the proposal is compliant with Cambridge Local Plan (2018) policy 82.

9.113 Amenity

- 9.114 Policy 35, 50, 52, 53 and 58 seek to preserve the amenity of neighbouring in terms of noise and disturbance, overshadowing, overlooking or overbearing.
- 9.115 Several objections have been received regarding a proposed loss of light, privacy and unacceptable overshadowing impact that the proposal would have on adjacent residential properties.
- 9.116 The impact that the development has on the adjacent properties was considered in the previously refused planning application 18/1678/FUL. Within that refused application it was considered by officers that Block F2

was not considered to result in any undue impacts to the amenity and living conditions over and above the approved scale of Block F1 within the parameters of the outline application. Irrespective of this and for completeness, the impact of the proposal as a whole on the amenity of residents is assessed below.

Sunlight, Daylight and Overshadowing.

- 9.117 A sunlight, daylight study by Mott Macdonald has been provided by the applicant as part of the submission which was originally submitted as part of the previous planning applications 18/1678/FUL and 21/00264/FUL, the applicant has also provided an additional sunlight, daylight study regarding the proposed impacts the amended scheme within this application would have in comparison to the previously consented scheme. As the scheme does not seek to amend Block F2, the submitted study for this scheme is applicable.
- 9.118 As set out in the Table below, for the outline permission Block F2 on the approved parameter plans showed a height of 15m for a building contiguous with the boundary of F1, stepping down to 9m towards Carter Bridge adjacent to Ravensworth Garden properties. An additional 2m in height was also provided for plant enclosure, to be set back from the edge of the building.
- 9.119 The approved parameter plans show the footprint and building edge for block F2 running parallel and close to the boundary of the gardens and private court of the adjacent residential properties, effectively enclosing the courtyard of F1 and enclosing the gardens and outlook from Ravensworth Gardens looking eastwards. The physical constraints which led to the parameters being set for the outline permission have not changed. The key material change is that F1 has been built and is occupied and other parts of CB1 have developed out. The occupation of F1 has meant that residents have become used to their existing amenity albeit many would have been aware, prior to occupation, that block F2 was allocated for development.
- 9.120 The proposed heights of F2 are lower than those that were allowed for under the outline permission. The proposed heights of 12.8m and 9.6m align with the existing heights of F1 and Ravensworth Gardens properties respectively. Furthermore, rather than the rear facade aligning directly with and adjacent to the backs of Ravensworth Gardens, the rear façade of F2 is cut back and away from the edge of these gardens by approximately 4.4m and is further mitigated with the inclusion of a mansard roof at its uppermost level and at a lower level with a planted cantilevered ground floor roof.

- 9.121 The rear gardens to Ravensworth properties are approximately 11.5m long. These are accessed via patio doors from living room and dining room spaces. Bedrooms are located on the upper floors. The outlook from these properties is east facing and relatively open, mainly over the station car park but also with the Cycle Point / IBIS hotel building partially in view.
- 9.122 The apartments within F1 face onto a rectangular private courtyard space and are typically arranged with floor to ceiling glazed bedrooms and study rooms facing onto the courtyard. Within F1, main living room spaces and their associated balconies face outwards towards Great Northern Road to the south or open space to the west and the living room spaces are largely unaffected by the proposal. The rear outlook is east and north facing for the occupiers of these properties towards the Cycle Point / IBIS hotel building or over the station car park towards Carter Bridge.
- 9.123 The daylight and sunlight assessment submitted by the applicants has been carried out in accordance with the BRE guidance. In terms of the overall impact, the study concludes:

'The impact assessment has indicated that the overall impact on daylight and sunlight availability of the proposed F2 development of the CB1 masterplan on the F1 building (Building C) and the adjacent potentially affected residential properties on Ravensworth Gardens (Buildings A and B) is not likely to be noticeable as compared to the impact of the massing of building F2 as it appeared on the Outline Planning Application (2008). In fact, it is deemed that the results obtained indicate that the currently proposed massing of Building F2 overall performs better with regards to the impact on the diffuse daylighting (total amount of skylight and daylighting distribution) and sunlight availability of the existing assessed residential receptors as compared to either the previous massing proposals or the outline planning application massing.'

- 9.124 In terms of the impact on sunlight to gardens and courtyards, the results of the daylight and sunlight assessment indicate that none of the studied gardens and open spaces are expected to suffer any loss of sunlight as compared to the 'outline planning scenario'. The study concludes that:

'In fact, results obtained indicate that the proposed massing of Block F2 will improve sunlight availability for the gardens of the Ravensworth Gardens studied residential properties as well as the block F1 ground floor courtyard, as compared to the massing of Building F2 as it appeared on the Outline Planning Application in 2008. This is due to the fact that from the 1st floor up the proposed massing of F2 is slightly recessed on the façade opposite the studied gardens as compared to the F2 massing as it appeared on the Outline Planning Application, allowing for greater access of sunlight to the adjacent directly opposite gardens when the sun is at a higher position.' (para 3.3).

- 9.125 The results of the study notwithstanding, the courtyard of F1 will receive a low percentage of direct sunlight for 2 hours on 21 March (1.1%).
- 9.126 As stated above, the daylight and sunlight study does not provide an assessment against existing levels of daylight and sunlight because it is measured against the outline permission which provides the baseline for the assessment. Whilst no longer extant, the outline permission for CB1 and its associated parameters remains a strong material consideration and in officers' view it is reasonable to assess the impact of F2 against what was allowed for under the outline (see policy 21, supporting text para.3.85 'Development should be carried out in accordance with the masterplan and parameters established by the outline permission'). To do otherwise would be inconsistent of the Council in its approach to the assessment of the development in what is a sustainable location and where the physical constraints have not altered.
- 9.127 The concerns of existing residents in F1 are noted. Residents have become accustomed to their existing outlook and daylight / sunlight levels. This is, in part, due to the phasing of the scheme which has resulted in apartment block F1 being built prior to building F2. This has resulted in a greater perceived impact on residential amenity than what would have occurred if both F1 and F2 had been built out and occupied together. This notwithstanding, many of the existing residents of F1 should have been aware of the plans for CB1 and for an additional building to be constructed (F2). It is unrealistic to think that F2 would not come forward for development, particularly in such a sustainable urban location where the land has been earmarked for development under an historic outline permission and allocated for development under the current (2018) and previous (2016) Local Plans.

Enclosure

- 9.128 It is apparent that the outlook from windows in these properties and from their associated gardens and courtyard spaces would be significantly more enclosed than at present. For all properties, officers are of the view that the extent of enclosure is not as significant as it would have been had the outline parameters been followed. The amendments to F2 to cut back its upper floors, angle the roof and landscape a cantilevered (lower) roof have helped mitigate the visual impact of the building. The height of F2 aligns with the height of building F1 and steps down to align with the ridge height of the Ravensworth Gardens properties.
- 9.129 It is not unreasonable to conclude that a 3-storey building should be accommodated on the F2 plot given the outline parameters and because the site is allocated for development in the local plan. This is an urban location where building densities are expected to be high to make the most efficient use of brownfield land. Most adjacent residents will have been aware of the approved outline proposals and that the land is

earmarked for development. As such, the extent of enclosure to the affected properties, whilst significant, is acceptable given the history and context of the site.

Privacy

- 9.130 The proposal includes office windows facing towards Ravensworth Gardens and F1. The submitted plans indicate that 19 of the windows would be treated with an internal fixed louvre to ensure that views out are directed upwards and do not infringe on residential privacy. Officers are of the view that it is necessary that marginally more windows in the western elevation either side of the indicated cluster on the plans should be treated in order to reduce oblique overlooking. Condition 48 is recommended accordingly.

Amendments to Block B2

- 9.131 As indicated throughout the report, the proposed height, bulk and massing of Block B2 is to remain very similar to that of the consented B2 building.
- 9.132 An amended study has been submitted which focuses on the amendments from Block B2. This study focuses on several properties on Ravensworth Gardens (No's.39-44) as well as No's. 77-123 Great Northern Road.
- 9.133 Within this amended Sunlight and Daylight assessment, the report concludes that the alterations to Block B2 from the originally consented scheme are minimal and would not have any noticeable effect on the adjacent neighbouring properties.
- 9.134 In addition to this, the proposed office use is considered to have a lesser impact than the consented apartment use and as such is considered to be acceptable in this regard. The proposed amendments would comply with Policy 35, 55, 56, 57 and 59 of the Local Plan.

Construction and Environmental Impacts

- 9.135 Policy 35 guards against developments leading to significant adverse impacts on health and quality of life from noise and disturbance.

Air Quality

- 9.136 The application is supported by an Air Quality Assessment. Third party objections have been received regarding the proposal's impact upon Air Quality.
- 9.137 The proposal within this application would provide an additional 13 car parking spaces within the MSCP and would be achieved through an additional basement level. The additional car parking spaces are included

to relieve some of the parking pressures from the removal of the overflow taxi rank and existing staff train operators parking spaces.

- 9.138 Irrespective of the increase in parking numbers in the building itself, the overall number of vehicles entering the site would be unlikely to increase, in addition to this, the measured levels of NO₂ does not exceed the national air quality objective levels. The submitted air quality assessment report states that the change in use from apart hotel to offices, would result in a reduction of vehicle movements.
- 9.139 The Council's Environmental Health Officer has been consulted on the scheme and does not raise any objections subject to the imposition of several planning conditions. These conditions are considered reasonable and necessary to impose.
- 9.140 The application documents confirm that the provision of 25% active slow EV charge points will be provided in the new MSCP. As with the previous application the Environmental Health Officer has stated that these should have a minimum power rating output of 3kW in line with guidance and best practice. The remaining car parking spaces will have passive provision in the form of 'ducts and service risers'. No EVCP's will be installed in the existing surface car park which is to be retained. The provision of 25% slow active EV charge points is considered acceptable and can be secured by condition.
- 9.141 Whilst the objections raised by local residents are noted, the proposed development, subject to the conditions recommended by Environmental Health, the proposal accords with Cambridge Local Plan 2018 policy 36; no adverse effect on air quality in the air quality management area would arise.

Taxi Waiting

- 9.142 A concern has been raised by Local Residents regarding air pollution due to taxi vehicles, both licenced and for private hire waiting.
- 9.143 Currently, if the station taxi rank is full, some taxis wait in the existing surface car park which is the site of the B2 building for the hotel. As a result of the proposal, there is therefore the potential for waiting taxis to be shifted onto surrounding streets. This could impact on local air quality.
- 9.144 The applicant has indicated that the proposed office uses would provide less vehicle generation than the existing permitted uses including the apart-hotel use which would have generated some additional taxi demand.
- 9.145 The matter was considered within the previous planning applications 18/1678/FUL and 21/00264/FUL and a planning condition (Condition 10)

was applied to the approved consented scheme which required a taxi management plan to be submitted prior to the commencement of any development.

- 9.146 This condition would require details of the transitional arrangement for the management of over ranking and those displaced by the proposed B2 building.
- 9.147 This condition would allow the Local Authority to control the over ranking and waiting of vehicles and as such would have the ability to prevent the waiting of vehicles and the air quality issues they pose.
- 9.148 The Environmental Health Officer has not raised any concerns regarding these issues and subject to the addition of the condition regarding a Taxi Management Plan, the proposal is considered to be acceptable in this regard.

Contaminated Land

- 9.149 The application is accompanied by a contaminated land Desk Study. Due to previous uses, the site is highly likely to be affected by both on-site contamination and off-site contamination, with a lengthy and complicated history of former industrial usage.
- 9.150 Further site investigation is to be undertaken. Further detailed information specific to the application site is required and this is to be secured with the imposition of contaminated land conditions recommended by Environmental Health colleagues.
- 9.151 Subject to these conditions, the application is in accordance with Cambridge Local Plan policy 33.

Noise/Odour/Lighting

- 9.152 Objections have been raised regarding several Environmental Quality issues such as noise from plant machinery and noise from construction vehicles.
- 9.153 The application is supported by an Acoustic Report which has been assessed by Environmental Health.
- 9.154 The Environmental Health Officer has not raised any objection to the proposed impacts of the development provided a number of conditions are added to any permission given. These conditions are identical to those added to the previously consented scheme 21/00264/FUL and these are considered necessary to ensure the development does not cause any environmental quality impacts. These conditions are considered necessary and will be added to any permission given.

Summary

9.155 Overall, the proposal adequately respects the amenity of its neighbours and of future occupants and is considered that it is compliant with Cambridge Local Plan (2018) policies 35 and 36.

9.156 Third Party Representations

9.157 The remaining third-party representations not addressed in the preceding paragraphs are summarised and responded to in the table below:

| Third Party Comment | Officer Response | |
|----------------------------|---|--|
| Road and Highways | Traffic Impact on Tenison Road | No Highways concerns raised regarding impact on Tenison Road |
| | Increase in traffic | The proposed use would result in less vehicular traffic than the consented use. |
| | Great Northern Road Mini Roundabout | No highways concerns raised. |
| | Submission of Road Safety Audit | The applicant has until the expiry date of the application to submit a road safety audit for the consented scheme. It is not required as part of this application. Condition similar to condition 12 will be added to any permission given |
| | HGV's are too big for the station layout | Not a concern raised by highways |
| | Pay and display bays on Great Northern Road | Two bays would be removed to allow for the cycleway to be constructed. The benefits of this outweigh the loss of the parking bays. |
| Amenity | Impact on light and privacy | Discussed in report paragraphs 9.118 - 9.128 |
| | Air Quality | Discussed in report para 9.138 – 9.150 |

| | | |
|---------------|--|---|
| Use of site | Housing use | The proposed development is not to be used for housing |
| | Office use | The applicant has provided reasoning for the need for office use. The use is supported within the Local Plan. |
| | Loss of Apart Hotel | This is discussed in para 9.14 - 9.25 |
| | Over provision of office space | Policy 2 and 21 supports Office development. Addressed in report |
| Housing Need | Pressure on housing need | The Council has a 5 year land supply figure which proves there is an adequate supply of housing provision. |
| MSCP | Conversion of MSCP to Cycle Park | The conversion of the car park is an indicative proposal in the event that the car park is no longer used by the Train Operating Company. |
| | Car Park is not an appropriate transport Use | Not supported by policy |
| Pedestrians | Conflicts with cycles at Devonshire Road | No objection from the Highways Officer |
| | Conflicts with cycles at the corner of Great Northern Road | No Objection from the highways officer |
| Cycle | Cycle Parking | The proposal complies with Appendix L and Policy 82 in this regard. |
| | Desire lines not shown on plan towards Station Sq | The layout of the cycleway is considered to be policy compliant |
| | Kink in the cycle track between Devonshire Road and F2 | This is required to connect to the Chisolm Trail. |
| Chisolm Trail | Provision of the Chisolm Trail | The Chisolm trail is not part of the development. The |

| | | |
|------|---|---|
| | | scheme does not prejudice its delivery |
| Taxi | Taxi Over-ranking | Taxi management plan condition will be added to any permission given. |
| S106 | Monies available for traffic mitigation | The proposal would be subject to its own S106 agreement. |

9.158 Planning Obligations (S106)

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

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

9.160 The applicant has indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Council's Local Plan and the NPPF.

9.161 Policy 85 states that planning permission for new developments will only be supported/permitted where there are suitable arrangements for the improvement or provision and phasing of infrastructure, services and facilities necessary to make the scheme acceptable in planning terms.

9.162 Within the consented scheme, The County Council Transport Team has asked that a contribution of £35,000 is secured towards the provision of storage facilities for Brompton bicycles. The applicant also offered £30,000 towards the Chisholm Trail. These provisions are considered to pass the tests set by the Community Infrastructure Levy Regulation 2010.

9.163 The level of contribution arises proportionately in relation to what was secured from the CB1 development as a whole - £2.3m - towards transport infrastructure provisions, including for the guided busway, the Southern Transport Corridor and the Chisholm Trail. A total of £944,000 has been paid towards the provision of the Chisholm Trail as part of the outline S106 package. Of the £2.3m, the anticipated transport contribution from parcels F2, B2 and G2 amounts to £35,000.

9.164 The applicant within this application has suggested a figure of £100,000 towards improvements to Station Square, which some of the work includes:

- Provision of Brompton Bicycle Storage.
- Expansion of existing ANPR system to improve management of access into the square.
- Better management of the taxi ranking and enforcement of 'clear zones' to stop taxi over ranking.
- Improved enforcement ban of HGV's and delivery traffic access to Station Square.
- Introduction of Low Emission Zone for Station Square area.
- Improvements in wayfinding signage and route marking for pedestrians, cyclists taxis and private cars through Station Square.
- Opportunities for additional soft landscaping and seating
- Measures to manage and control visitor/short stay cycle parking.

9.165 The application has also offered £30,000 to the Chisholm trail, similar to the consented scheme.

9.166 The planning obligations are necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the Planning Obligation passes the tests set by the Community Infrastructure Levy Regulations 2010 in are in accordance with policy 85 of the Cambridge Local Plan (2018).

9.167 Planning Balance

9.168 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).

9.169 A consented scheme for the proposed development was approved and is a material consideration given significant weight. The proposal seeks to change the use of the building known as B2 to an office use which is supported by policies in the Local Plan. The proposal does not seek to make any alterations to the approved building known as F2.

9.170 The proposal seeks to make other minor alterations to the approved public realm improvements as consented.

9.171 The proposed benefits of the scheme include the continued development of the CB1 area and a car park into a well designed place delivering sustainable office buildings (targeting BREEAM outstanding for B2), of which there is a significant need within the centre of Cambridge. The proposed development does not result in any greater built form above ground level that would differ significantly from the approved scheme and would not result in any greater harm to neighbouring residents, over and above the consented scheme.

- 9.172 Whilst the LLFA have objected to the scheme, the proposal is considered acceptable in this regard and there are no objections from any other relevant consultees including Highways, Environmental Health, Urban Design, Conservation or Sustainability.
- 9.173 The s106 contributions towards improvements to Station Square would also provide other public benefits.
- 9.174 Taking all of the above into account, the proposed development is supported in principle by policy 21 and it is officers' view that the proposed buildings and public realm improvements, on what is brownfield land in a highly sustainable location, should be supported.
- 9.175 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the statutory requirements of section 66(1) and section 72(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for Approval

10.0 Recommendation

10.1 Approve subject to:

-The planning conditions as set out below with minor amendments to the conditions as drafted delegated to officers.

-Satisfactory completion of a Section 106 Agreement which includes the Heads of Terms (HoT's) as set out in the report with minor amendments to the Heads of Terms as set out delegated to officers.

- 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

11.0 Planning Conditions

Buildings B2 and F2

Start Date

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 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

Plans

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.

Constructions/Delivery Hours

3. 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 unless agreed otherwise in writing by the local planning authority.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35)

Construction/Delivery Vehicles > 3.5 Tonnes

4. There shall be no collections from or deliveries to the site during the demolition and construction stages by vehicles with a gross weight of less than 3.5 tonnes 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 2018 policy 35)

Construction Vehicles < 3.5 Tonnes

5. No deliveries or egress for construction purposes from or to the site, including associated vehicular movements for the delivery of materials or removal of any construction waste during the construction period, by vehicles with a gross weight in excess of 3.5 tonnes, shall be carried out outside of the hours of 09.30hrs to 15.30hrs on Monday to Friday, 09.30 hours to 1300 hours on Saturdays and at no time on Sundays, Bank or Public Holidays unless a specific construction requirement on identified days and times such as for full day concrete pours or crane erection, is first submitted to and otherwise agreed in writing by the local planning authority.

Reason: To protect the amenity of the adjoining properties and in the interests of highway safety (Cambridge Local Plan 2018 policies 35, 81).

Phasing Plan

6. No development shall commence until a phasing plan for the site, including the expected sequence of delivery of development, has been

submitted to and approved in writing by the local planning authority. The phasing plan shall include the sequence of development of: i) Buildings B2 and F2 ii) Public realm provisions as shown on plan ... iii) The location and sequence of provision of any temporary buildings and hoardings on land for construction purposes iv) Temporary connections and their details for pedestrians, cyclists, vehicular routes and parking provisions during the construction phase. Building F2 shall not be occupied until such time as the hard surface public realm provisions and all proposed new zebra crossings (subject to safety audit) have been fully completed. The development shall be carried out in accordance with the approved phasing plan.

Reason: To ensure the co-ordinated delivery of the various components of the scheme in the interests of users of the associated public realm and highway safety (Cambridge Local Plan 2018 policies 55, 56 and 81).

Public Access Public Realm

7. The public realm works as shown on drawing number MMD-217382-C-DR-10-XX-5027 Rev P7 shall be open for use by the public at large at all times (save for one day a year, if the applicant wishes to prevent the route becoming a highway) for the lifetime of the development.

Reason: For the safe and effective operation of the transport link and public highway (Cambridge Local Plan 2018 policies 55, 56 and 81)

Chisholm Trail Link

8. Subject to the County Council identifying the final route of the Chisholm Trail through the Station car park and securing all of the rights necessary for its implementation and provided that the final route connects with the future proofed connection that the applicant has shown on plan reference MMD-217382-C-DR-10-XX-5027 Rev P7 the car parking spaces affected by the future connection will be removed / re-aligned within two months of notification from the County Council or as otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests on delivering the Chisholm Trail (Cambridge Local Plan 2018 policies 25, 56, 57, 59 and 80).

One Station Square

9. Behind One Station Square, a 3m wide zone to enable cyclists to pass and connect to Station Road from Great Northern Road shall be maintained at all times. The bollards, trees and benches as shown on plan ref: MMD-217382-C-DR-10-XX-5028 P2 shall be replaced with cycle friendly alternative bollards at minimum 1.5m spacing, trees and benches relocated prior to the occupation of either B2 or F2, whichever is the sooner.

Reason: In the interests of providing a high-quality cycling link through the CB1 areas (Cambridge Local Plan 2018 policies 25, 56, 57, 59 and 80).

Taxi Management Plan

- 10.** Prior to the commencement of development of B2, a Taxi Management Plan (TMP) shall be submitted to and approved in writing by the Local Planning Authority. The TMP shall include:
- a) Transitional arrangements for the management of over-ranked taxis within the CB1 locality displaced by the B2 building, including arrangements for the provision of on the ground marshals (number, time, duration and location), enforcement scope and monitoring.
 - b) Permanent arrangements and their phased implementation to assist with the management of taxi arrivals and departures from Station Square including reasonable endeavours to utilise ANPR technology and to develop a digital application for use by taxi drivers. It shall include monitoring provisions.
 - c) The results of stakeholder engagement which has informed the proposed transitional and permanent arrangements as per a) and b) above.

The permanent arrangements set out in the approved TMP shall be subject to a TMP Review, submitted to the local planning authority immediately following the expiry of one year following the commencement of development of B2. It shall include the results of any monitoring, consultation with stakeholders and suggested revisions to the TMP as appropriate. The TMP and any revisions thereof shall be implemented in accordance with the approved details prior to the commencement of development of B2 and shall continue to be implemented for the lifetime of the development.

Reason: In the interests of encouraging the effective management of taxis within the CB1 area (Cambridge Local Plan 2018 policies 25, 56, 57, 59 and 80).

Great Northern Road Third Party Works

- 11.** Building F2 shall not be occupied until all the works within the blue line as identified on plan reference MMD-217382-C-DR-10-XX-5027 Rev P7 have been carried out.

Reason: In order to ensure that the pedestrian and cycle path improvements on Great Northern Road can be delivered in full (Cambridge Local Plan 2018 policies 25, 56, 57, 59 and 80).

Great Northern Road Zebra Crossing

- 12.** Prior to the occupation of the F2 building, the proposed zebra crossing to the immediate west of the Great Northern Road mini-roundabout as shown on plan reference MMD-217382-C-DR-10-XX-5027 Rev P7 shall be provided as part of the public realm improvements unless the outcome of a Road Safety Audit indicates that it should not, in which case an alternative scheme shall be submitted to and approved in writing by the Local Planning Authority and provided within the same timescale. The final positioning of the crossing should be located as close to the eastern termination point of Great Northern Road as allowed for through the outcome of the road safety audit.

Reason: In the interests of high safety (Cambridge Local Plan 2018 policy 80).

Station Road Bus Stops

- 13.** Prior to the occupation of building F2, a feasibility scheme shall be submitted to and approved in writing by the local planning authority for the provision of any additional bus stops within Station Road. The scheme shall include liaison with the Train Operating Company (TOC), bus operating companies, the County Council and District Councils. The scheme shall include a delivery timetable if the local planning authority determines that it is feasible for the additional bus stops to be delivered. The development shall be carried out in accordance with the approved details. The final positioning of the crossing should be located as close to the eastern termination point of Great Northern Road as allowed for through the outcome of the safety audit.

Reason: To promote improved provisions relating to the transport interchange (Cambridge Local Plan 2018, policy 81).

Devonshire Road

- 14.** Vehicular access from Devonshire Road shall only be allowed for fire tender vehicles and vehicles which are incapable of moving underneath Carter bridge due to their physical size and which require access to land north of Carter Bridge. No construction vehicles for the proposed development shall access the site from Devonshire Road.

Reason: In the interests of the safety of pedestrians and cyclists and in the interests of residential amenity (Cambridge Local Plan 2018, policies 35 and 81).

Hard and soft landscaping

- 15.** No development above ground level of either building B2 or F2 shall commence until full details of both hard and soft landscape works, which accord with Plan Number 646.05(MP)001 Rev P1 and the drainage

strategy, have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved.

These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (including attenuation crate structures, permeable paving, rain gardens/biorientation features, power, communications cables, pipelines indicating lines, manholes, supports); Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme. The works shall be carried out in full in accordance with the approved phasing plan.

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 2018, policies 55, 57 and 59).

Landscape Maintenance and Management Plan

- 16.** Prior to the occupation of either building B2 or F2, a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to and approved by the local planning authority in writing. 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 2018, policies 55, 57 and 59)

Tree Pits

- 17.** No development of the access road shall take place until full details of all tree pits, including those in planters, hard paving and soft landscaped areas, including their irrigation, have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2018, policies 55, 57 and 59).

Maintenance of the Car Park Access Road

- 18.** There shall be no occupation of any building until details of the proposed arrangements for future management and maintenance of the proposed car park access road and associated public realm, has been submitted to and approved in writing by the Local Planning Authority. The car park access road and associated public realm shall thereafter be maintained and managed in accordance with the approved management and maintenance details. Reason: In the interests of highway safety, visual amenity and given the high volume of public use of the area (Cambridge Local Plan 2018 policies 21, 25, 55, 56, 59, 80).

Waste

- 19.** Operational waste storage, management and collection for buildings F2 and B2 shall be carried out in accordance with the Operational Waste Management Strategy (Report Reference 30800-HML-XX-XX-RP-U-920001) dated April 2023.

Reason: To ensure the appropriate management of waste in accordance with the submitted details (Cambridge Local Plan 2018 policies 35, 36 and 57)

Building B2 Conditions

- 20.** No development of building B2 shall take place above ground level or no occupation shall take place (as indicated) until samples / plans of the following external materials / detailed elements to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority:

No development above Ground Level

- a) Sample panels of all brickwork and stonework (bonding, coursing and colour and type of jointing) retained on site throughout the development.
- b) Samples of glass type(s) to be used in curtain walling/windows/doors or other glazed features
- c) Samples of all non-masonry walling systems, perforated panels, cladding panels or other external screens including structural members, infill panels, edge, junction and coping details, colours, surface finishes/textures and relationships to glazing and roofing
- d) Design of the appearance of vehicular entrances, associated signage and traffic control measures
- e) Design and planting plan of the green roof system including its irrigation

Prior to Occupation

- f) Details of security installation and management arrangements for the car park
- g) Design of any rooftop plant screening systems to be installed.

The development shall be carried out and maintained in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018, policies 55, 57).

Public Art Strategy

- 21.** No development above ground level of building B2 shall commence (or in accordance with an alternative timetable agreed in writing by the Local Planning Authority), until a Public Art Delivery Plan (PADP) has been submitted to and approved in writing by the Local Planning Authority.

The PADP shall include the following:

- a) Details of the public art and artist commission;
- b) Details of how the public art will be delivered, including a timetable for delivery;
- c) Details of the location of the proposed public art on the application site;
- d) The proposed consultation to be undertaken;
- e) Details of how the public art will be maintained;
- f) How the public art would be decommissioned if not permanent;
- g) How repairs would be carried out;
- h) How the public art would be replaced in the event that it is destroyed.

The approved PADP shall be fully implemented in accordance with the approved details and timetabling. Once in place, the public art shall not be moved or removed otherwise than in accordance with the approved maintenance arrangements.

Reason: To accord with the provisions of Cambridge City Council Public Art SPD (2010) and policies 55 and 56 of the Cambridge Local Plan 2018

Bird and Bat Boxes

- 22.** No works above slab level for building B2 shall commence until a plan has been submitted to and approved in writing by the local planning authority detailing the proposed specification, number and locations of internal and / or external bird and bat boxes on the new building. The installation shall be carried out and subsequently maintained in accordance with the approved plans prior to the occupation of building B2.

Reason: To provide ecological enhancements for protected species in accordance with the Ecology Report (Cambridge Local Plan 2018 policy 69).

Traffic Management Plan

23. No demolition or construction works for building B2 shall commence on site until a traffic management plan has been submitted to and approved in writing by the local planning authority and the development shall not be implemented otherwise than in accordance with the approved details. The principle areas of concern that should be addressed are:

- i. Construction access routes
- ii. Movements and control of muck away lorries
- iii. Contractor parking; provide details and quantum of the proposed car parking and methods of preventing on-street car parking.
- iv. Movements and control of all deliveries (all loading and unloading facilities)
- v. Control of dust, mud and debris, in relationship to the operation of the adopted public highway.

Reason: in the interests of highway safety (Cambridge Local Plan 2018, policy 81).

Surface Water

24. The development shall be carried out in accordance with the submitted Surface and Foul Water Drainage Strategy by Meinhardt dated 12th April 2023

Reason: To prevent the increased risk of pollution to the water environment and to prevent an increased risk of flooding to existing property (Cambridge Local Plan Policies 31 and 32).

Foul Water

25. No basement drainage development works shall commenced until a detailed design for the foul pump, including supporting calculations have been carried out to ensure foul water will drain from the building to a satisfactory standard.

Reason: To prevent the increased risk of pollution to the water environment and to prevent an increased risk of flooding to existing property (Cambridge Local Plan Policies 31 and 32).

Green Roof

- 26.** Prior to the occupation of building B2, a scheme for the design and maintenance of the green roof shall be submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. The details shall include details of build-ups, make up of substrates, planting plans for biodiverse roofs, methodologies for translocation strategy, irrigation and drainage details. The green roof once installed shall be maintained in perpetuity in accordance with the approved details.

Reason: In the interests of responding suitably to climate change and water management (Cambridge Local Plan 2018 Policy 31)

EV Bespoke – MSCP Electric Vehicle Charge Points

- 27.** Prior to the installation of any electrical services within building B2, an electric vehicle charge point scheme demonstrating a minimum of 25% provision of dedicated active slow electric vehicle charge points with a minimum power rating output of 3kW to car parking spaces, designed and installed in accordance with BS EN 61851 (or as superseded) shall be submitted to and approved in writing by the Local Planning Authority. Additional passive electric vehicle charge provision of the necessary infrastructure including capacity in the connection to the local electricity distribution network and electricity distribution board, as well as the provision of cabling to parking spaces for all remaining car parking spaces to facilitate and enable the future installation and activation of additional active electric vehicle charge points as required. The active electric vehicle charge point scheme as approved shall be fully installed prior to first occupation and maintained and retained thereafter.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance with the National Planning Policy Framework (NPPF, 2019) paragraphs 105, 110, 170 and 181, Policy 36 of the Cambridge Local Plan (2018) Cambridge City Council's adopted Air Quality Action Plan (2018)

Electric Vehicle Charging Points

- 28.** Prior to occupation of building B2, slow electric vehicle charge points with a minimum power rating of 7kW shall be submitted to and approved in writing by the Local Planning Authority for two of the four car parking spaces allocated for use by Block B2. The electric vehicle charge points shall be designed and installed in accordance with BS EN 61851 or as superseded. The electric vehicle charge point scheme as approved shall be fully installed prior to the first occupation and maintained and retained thereafter.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air

quality, in accordance with Policy 36 - Air Quality, Odour and Dust of the Cambridge Local Plan (2018) and with Cambridge City Council's adopted Air Quality Action Plan (2018).

Acoustic Report

- 29.** The noise insulation scheme and mitigation requirements for building B2 as stated within the Hilson Moran Acoustic Planning Report dated April 2023 (Reference 30080-HML-XX-XX-RP-O-500001) shall be fully implemented, maintained and not altered.

Reason: In order to safeguard residential amenity and in the interests of highway safety (Cambridge Local Plan 2018, policies 35, 36, 80 and 81)

Plant Noise Insulation

- 30.** Prior to the installation of plant machinery or equipment on building B2, a noise insulation/mitigation scheme as required shall be submitted to and approved in writing by the local planning authority. Any required noise insulation/mitigation shall be carried out as approved and retained as such. The combined rating level of sound emitted from all fixed plant and/or machinery associated with the development at the use hereby approved shall not exceed the rating level limits specified within the Hilson Moran "Acoustic Planning Report - noise and vibration assessment" dated 21st December 2020 (issue 00, ref: 30080-RP-AC-001).

Reason: In order to safeguard residential amenity and in the interests of highway safety (Cambridge Local Plan 2018, policies 35, 36, 80 and 81)

Delivery Hours and Service Plan

- 31.** All service collections / dispatches from and deliveries including refuse / recycling collections during the operational phases to building B2 shall only be undertaken shall only be permitted between the hours of 07:00 to 23:00 Monday to Saturday. Service collections / dispatches and deliveries are not permitted at any time on Sundays or Public Holidays.

Reason: In order to safeguard residential amenity and in the interests of highway safety (Cambridge Local Plan 2018, policies 35, 36, 80 and 81)

Waste Compactor

- 32.** Prior to the installation of the waste compactor adjacent to building B2, a scheme for the insulation of the compactor in order to minimise the level of noise emanating from the said compactor shall be submitted to and

approved in writing by the local planning authority. Full details are required on the type of waste to be compacted and hours of use. The scheme as approved shall be fully implemented before the use hereby permitted is commenced.

Reason: In order to safeguard residential amenity (Cambridge Local Plan 2018, policies 35 and 36)

Artificial Lighting

- 33.** Prior to the installation of any artificial lighting on building B2, an artificial lighting scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall include details of any artificial lighting of the site and 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 - GN01:20 (or as superseded). The approved lighting scheme shall be installed, maintained and operated in accordance with the approved details / measures.

Reason: In order to safeguard visual amenity (Cambridge Local Plan 2018, policy 34).

Kitchen Extraction Discharge

- 34.** No development above slab level of building B2 shall take place until the details of the location of associated duct work, for the purpose of extraction and/or filtration of fumes and or odours shall be submitted to and approved in writing by the local planning authority. The approved ductwork shall be installed before the use hereby permitted is commenced.

Reason: In order to safeguard visual amenity (Cambridge Local Plan 2018, policy 34).

Odour filtration / extraction

- 35.** Prior to the installation of plant on building B2, details of equipment for the purpose of extraction and filtration of odours shall be submitted to and approved in writing by the local planning authority. The approved extraction/filtration scheme shall be installed before the use hereby permitted is commenced and shall thereafter be retained as such. The

scheme shall have regard to design recommendations within EMAQ's "Control of Odour and Noise from Commercial Kitchen Exhaust Systems (update to the 2004 report prepared by NETCEN for DEFRA)" dated September 2018.

Reason: In order to safeguard visual amenity (Cambridge Local Plan 2018, policy 34).

Construction, Noise, Vibration and Piling

- 36.** No development of building B2 (including demolition, enabling works or piling shall commence until a demolition/construction noise and vibration impact assessment associated with the development, has been submitted to and approved in writing by the local planning authority. The assessment shall be in accordance with the provisions of BS 5228:2009 Code of Practice for noise and vibration on construction and open sites and include details of any piling and mitigation/monitoring measures to be taken to protect local residents from noise or vibration. The development shall be carried out in accordance with the approved measures.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35)

Dust

- 37.** No development of building B2 shall commence until a scheme to minimise the spread of airborne dust from the site including subsequent dust monitoring during the period of demolition and construction, has been submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with the approved scheme.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 36).

Emergency Generator

- 38.** Prior to the installation of the emergency generator on Building B2, 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: In order to safeguard residential amenity and in the interests of highway safety (Cambridge Local Plan 2018, policies 35, 36, 80 and 81)

Contamination Conditions B2

- 39.** Prior to the commencement of the development of building B2 (or phase of), the following have been submitted to and approved in writing by the Local Planning Authority: (a) A Phase 2 Intrusive Site Investigation Report based upon the findings of the Land Contamination Preliminary Risk Assessment (by Mott Macdonald, ref: 390872_EVT/04_A, dated October 2022) and the Phase Specific Investigation Plan (by Mott Macdonald, ref: 390872_EVT/02_A, dated 5th February 2020) as approved under 21/00264/CONDE. (b) A Phase 3 Remediation Strategy based upon the findings of the approved Phase 2 Intrusive Site Investigation Report.

Reason: To ensure that any contamination of the site is identified and appropriate remediation measures agreed in the interest of environmental and public safety (Cambridge Local Plan 2018 policy 33).

- 40.** The development of Building B2 (or each phase of the development where phased) shall not be occupied until the approved Phase 3 Remediation Strategy has been implemented in full.

Reason: To ensure that any contamination of the site is effectively remediated in the interests of environmental and public safety (Cambridge Local Plan 2018 policy 33).

- 41.** The building known as B2 (or each phase of the development where phased) shall not be occupied until a Phase 4 Verification/Validation Report demonstrating full compliance with the approved Phase 3 Remediation Strategy has been submitted to and approved in writing by the Local Planning Authority.

Reason: To demonstrate that the site is suitable for approved use in the interests of environmental and public safety (Cambridge Local Plan 2018 policy 33).

42. If unexpected contamination is encountered during the development of building B2 which has not previously been identified, all works shall cease immediately until the Local Planning Authority has been notified in writing. Thereafter, works shall only restart with the written approval of the Local Planning Authority following the submission and approval of a Phase 2 Intrusive Site Investigation Report and a Phase 3 Remediation Strategy specific to the newly discovered contamination. The development shall thereafter be carried out in accordance with the approved Intrusive Site Investigation Report and Remediation Strategy.

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety (Cambridge Local Plan 2018 policy 33).

43. Prior to importation or reuse of material for the development of building B2 (or phase of) a Materials Management Plan (MMP) has been submitted to and approved in writing by the Local Planning Authority. The MMP shall include:

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

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

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 2018 Policy 33).

Sustainability Conditions B2

44. Within 6 months of commencement of the building B2, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM 'excellent' as a minimum will be met, with maximum credits for Wat 01 (water consumption). Where the Design Stage certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall also be submitted identifying how the shortfall will be addressed. If 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.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

- 45.** Prior to the occupation of the building B2, or within 6 months of occupation, a BRE issued post Construction Certificate has been submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met. If 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.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

- 46.** The proposed greywater harvesting system for Block B2 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 occupation of Block B2.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020)

- 47.** The proposed on-site renewable and low carbon technologies for building B2 as set out in the Energy Statement by Hilson Moran (April 2023) and Sustainability Statement by Hilson Moran (April 2023), shall be fully installed and operational prior to the occupation of building B2.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28).

Travel Plan

- 48.** No occupation of the building B2 shall commence until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority.

The Travel Plan shall specify the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking. The Travel Plan shall be implemented as approved upon the occupation of the development and monitored in accordance with details to be agreed in writing by the Local Planning Authority.

Reason: In the interests of encouraging sustainable travel to and from the site (Cambridge Local Plan 2018, policies 80 and 81).

Fire Hydrants

- 49.** Prior to the occupation of building B2, a scheme detailing the location and provision of fire hydrants in accordance with a Risk Assessment for the building shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully carried out in accordance with the approved plans prior to the occupation of B2.

Reason: In the interests of public safety

Building F2 Conditions

Design

- 50.** No development of building F2 shall take place above ground level or no occupation shall take place (as indicated) until samples / plans of the following external materials / detailed elements to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority:

No development above Ground Level

- a) Sample panels of brickwork and stonework (bonding, coursing and colour and type of jointing) retained on site throughout the development.
- b) Samples of glass type(s) to be used
- c) Samples of all non-masonry walling systems, cladding panels or other external screens including structural members, infill panels, edge, junction and coping details, colours, surface finishes/textures and relationships to glazing and roofing
- d) Design and planting plan of the green roof system and its irrigation

Prior to Occupation

- e) Design of any rooftop plant screening systems to be installed

- f) Design and detail of the surface finishes and appearance of the link constructions between buildings
- g) Design of the entrance areas The development shall be carried out and maintained in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018, policies 55, 57).

Bird and Bat Boxes

- 51.** No works above slab level for building F2 shall commence until a plan has been submitted to and approved in writing by the local planning authority detailing the proposed specification, number and locations of internal and / or external bird and bat boxes on the new building. The installation shall be carried out and subsequently maintained in accordance with the approved plans prior to the occupation of building F2.

Reason: To provide ecological enhancements for protected species in accordance with the Ecology Report (Cambridge Local Plan 2018 policy 69).

Privacy

- 52.** No development above slab level of building F2 shall occur until a privacy scheme for the treatment of west facing windows on the first floor level and above, to safeguard the privacy of adjacent occupiers of F1 and Ravensworth Gardens, has been submitted to and approved in writing by the local planning authority. Unless otherwise agreed in writing by the local planning authority, the treatment of the windows shall include the installation of a fixed louvre on the external face of the building, angled and spaced as such that it is not possible to view adjacent gardens and habitable rooms. Prior to the occupation of the office space, the development shall be constructed fully in accordance with the approved privacy scheme and a site inspection carried out by the local planning authority to confirm compliance with the approved details. Any reasonable adjustments to the privacy scheme shall be made as necessary if requested in writing by the Local Planning Authority to ensure residential privacy is adequately protected. The approved privacy scheme shall be retained for the lifetime of the development.

Reason: In order to safeguard the privacy of adjacent residential properties (Cambridge Local Plan 2018 policies 55, 56 and 57).

Traffic Management Plan

- 53.** No demolition or construction works for building F2 shall commence on site until a traffic management plan has been submitted to and approved

in writing by the local planning authority and the development shall not be implemented otherwise than in accordance with the approved details. The principal areas of concern that should be addressed are:

- i. Construction access routes
- ii. Movements and control of muck away lorries
- iii. Contractor parking; provide details and quantum of the proposed car parking and methods of preventing on-street car parking. I
- iv. Movements and control of all deliveries (all loading and unloading facilities)
- v. Control of dust, mud and debris, in relationship to the operation of the adopted public highway.

Reason: in the interests of highway safety (Cambridge Local Plan 2018, policy 81).

Surface Water

- 54.** The development shall be carried out in accordance with the submitted Surface Water and Foul Water Drainage Strategy TN01 (ref: 337607), prepared by Mott MacDonald January 2021

Reason: To prevent the increased risk of pollution to the water environment and to prevent an increased risk of flooding to existing property (Cambridge Local Plan Policies 31 and 32).

Foul Water

- 55.** The applicants shall ensure that no basement drainage development works are commenced until a detailed design for the foul pump, including supporting calculations have been carried out to ensure foul water will drain from the building to a satisfactory standard.

Reason: To prevent the increased risk of pollution to the water environment and to prevent an increased risk of flooding to existing property (Cambridge Local Plan Policies 31 and 32).

Green Roof

- 56.** Prior to the occupation of building F2, a scheme for the design and maintenance of the green roof shall be submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. The details shall include details of build-ups, make up of substrates, planting plans for biodiverse roofs and the troughs, methodologies for translocation strategy, irrigation and drainage details.

The green roof and troughs once installed shall be maintained in perpetuity in accordance with the approved details.

Reason: In the interests of responding suitably to climate change and water management (Cambridge Local Plan 2018 Policy 31)

Acoustic Compliance

- 57.** The noise insulation scheme and mitigation requirements for building F2 as stated within the Hilson Moran "Acoustic Planning Report - noise and vibration assessment" dated 21 December 2020 shall be fully implemented prior to the occupation of the building, maintained and not altered.

Reason: In order to safeguard residential amenity (Cambridge Local Plan 2018, policies 35 and 36)

Plant Insulation Noise

- 58.** Prior to the installation of plant on building F2, 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 and the scheme as approved shall be fully implemented before the use hereby permitted is commenced. The combined rating level of sound emitted from all fixed plant and/or machinery associated with the development at the use hereby approved shall not exceed the rating level limits specified within the Hilson Moran "Acoustic Planning Report - noise and vibration assessment" dated 21 December 2020.

Reason: In order to safeguard residential amenity (Cambridge Local Plan 2018, policies 35 and 36)

Delivery hours and Service Plan

- 59.** All servicing, delivery and collections for building F2 (including for refuse) shall only be undertaken between the hours of 07:00 to 23:00 Monday to Saturday only, excluding Sundays, Bank and other public holidays.

Reason: In order to safeguard residential amenity and in the interests of highway safety (Cambridge Local Plan 2018, policies 35, 36, 80 and 81)

Artificial Lighting

60. Prior to the installation of any artificial lighting on building F2, an artificial lighting scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall include details of any artificial lighting of the site and an artificial lighting impact assessment with predicted lighting levels at proposed and 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 -GN01:20 (or as superseded). The approved lighting scheme shall be installed, maintained and operated in accordance with the approved details / measures.

Reason: In order to safeguard visual amenity (Cambridge Local Plan 2018, policy 34).

Kitchen Extractions Discharge

61. No development above slab level of building F2 shall take place until details of the location of associated duct work, for the purpose of extraction and/or filtration of fumes and or odours shall be submitted to and approved in writing by the local planning authority. The approved ductwork shall be installed before the use hereby permitted is commenced.

Reason: In order to safeguard visual amenity (Cambridge Local Plan 2018, policy 34).

Odour Filtration/Extraction

62. Prior to the installation of plant on building F2, details of equipment for the purpose of extraction and filtration of odours shall be submitted to and approved in writing by the local planning authority. The approved extraction/filtration scheme shall be installed before the use hereby permitted is commenced and shall thereafter be retained as such. The scheme shall have regard to design recommendations within EMAQ's "Control of Odour and Noise from Commercial Kitchen Exhaust Systems (update to the 2004 report prepared by NETCEN for DEFRA)" dated September 2018.

Reason: In order to safeguard visual amenity (Cambridge Local Plan 2018, policy 34)

Construction, Noise, Vibration and Piling

- 63.** No development of building F2 shall commence (including any preconstruction, demolition, enabling works or piling), until a written report, regarding the demolition / construction noise and vibration impact associated with this development, has been submitted to and approved in writing by the Local Planning 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. The development shall be carried out in accordance with the approved details only. 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 2018 policy 35)

Dust

- 64.** No development of building F2 shall commence until a programme of measures to minimise the spread of airborne dust from the site during the demolition / construction period has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 36).

Emergency Generator

- 65.** Before building F2 is occupied, a scheme for the insulation of the emergency generator in order to minimise the level of noise emanating from the said generator shall be submitted to and approved in writing by the Local Planning Authority.

The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall thereafter be retained as such. The scheme shall include the following:

- (i) Generator - Use The generator shall only be used in the event of mains power failure or in accordance with (ii) below. It shall not be used as an alternative supply in the event of disconnection from the mains supply following for example non-payment.
- (ii) Generator - Hours of Running for Maintenance Running of the generator as part of routine maintenance and repair shall only take place for the length of time specified by the manufacturer between the hours of 8am - 6pm Monday to Friday, 9am -1pm Saturday and no time Sunday or Public Holidays.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan Policy HQ/1)

Contamination Conditions F2

- 66.** Prior to the commencement of the development of building F2 or investigations required to assess the contamination of the site, a Phase 1 Desk Top Study and a Phase 2 Site Investigation Strategy have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are identified and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors as well as to controlled waters, property and ecological systems (Cambridge Local Plan 2018 policy 33).

- 67.** Prior to the commencement of the development of building F2 (or phase of) the following information shall be submitted to and approved in writing by the Local Planning Authority:

(a) A Phase 2 Intrusive Site Investigation Report based upon the findings of the approved Phase 1 Desk Top Study.

(b) A Phase 3 Remediation Strategy based upon the findings of the approved Phase 2 Intrusive Site Investigation Report.

Reason: To ensure that any contamination of the site is identified and appropriate remediation measures agreed in the interest of environmental and public safety (Cambridge Local Plan 2018 policy 33).

- 68.** The development of building F2(or each phase of the development where phased) shall not be occupied until the approved Phase 3 Remediation Strategy has been implemented in full.

Reason: To ensure that any contamination of the site is effectively remediated in the interests of environmental and public safety (Cambridge Local Plan 2018 policy 33).

- 69.** The development of building F2 (or each phase of the development where phased) shall not be occupied until a Phase 4 Verification/Validation Report demonstrating full compliance with the approved Phase 3 Remediation Strategy has been submitted to and approved in writing by the Local Planning Authority.

Reason: To demonstrate that the site is suitable for approved use in the interests of environmental and public safety (Cambridge Local Plan 2018 policy 33)

- 70.** If unexpected contamination is encountered during the development of building F2 which has not previously been identified, all works shall cease immediately until the Local Planning Authority has been notified in writing. Thereafter, works shall only restart with the written approval of the Local Planning Authority following the submission and approval of a Phase 2 Intrusive Site Investigation Report and a Phase 3 Remediation Strategy specific to the newly discovered contamination. The development shall thereafter be carried out in accordance with the approved Intrusive Site Investigation Report and Remediation Strategy.

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety (Cambridge Local Plan 2018 policy 33).

- 71.** Prior to importation or reuse of material for the development of building F2 (or phase of) a Materials Management Plan (MMP) has been submitted to and approved in writing by the Local Planning Authority.

The MMP shall include:

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

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

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 2018 Policy 33).

Sustainability Conditions F2

- 72.** Within 6 months of commencement of development of building F2, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM 'excellent' as a minimum will be met, with a minimum of 3 credits for Wat01. Where the interim certificate shows a shortfall in credits for

BREEAM 'excellent', a statement shall be submitted identifying how the shortfall will be addressed. 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.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28).

- 73.** Prior to the occupation of the building F2, or within 6 months of occupation, a BRE issued post Construction Certificate shall be submitted to, and approved in writing by the Local Planning Authority, indicating that the approved 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.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28).

- 74.** The proposed on-site renewable and low carbon technologies for building F2 as set out in the Hilson and Moran Sustainability Statement 8 January 2021, shall be fully installed and operational prior to the occupation of building F2.

- 75.** Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28).

Travel Plan

- 76.** No occupation of the building F2 shall commence until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall specify the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking. The Travel Plan shall be implemented as approved upon the occupation of the development and monitored in accordance with details to be agreed in writing by the Local Planning Authority.

Reason: In the interests of encouraging sustainable travel to and from the site (Cambridge Local Plan 2018, policies 80 and 81)

Cycle Parking

77. Prior to the development of building F2 above slab level, a detailed design of the cycle parking area shall be submitted to and approved in writing by the local planning authority. The building shall not be occupied until the cycle parking provision has been laid out and fully completed as approved. The entrance to the cycle parking area shall be securely operated and covered by security camera.

Reason: To ensure compliance with adopted cycle parking standards (Cambridge Local Plan 2018, policy 82)

Fire Hydrants

78. Prior to the occupation of building F2, a scheme detailing the location and provision of fire hydrants in accordance with a Risk Assessment for the building shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully carried out in accordance with the approved plans prior to the occupation of F2.

Reason: In the interests of public safety
