

JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Joint Director of Planning and Economic Development

Date: 14 March 2018

Application Number	S/4478/17/FL	Agenda Item	
Date Received	20 December 2017	Officer	Katie Christodoulides
Target Date	21 March 2018		
Parish	Milton		
Site	Land adjacent to Cambridge North Station, Cowley Road, Cambridge		
Proposal	Erection of building comprising office B1 (a) floorspace and ancillary ground floor retail (A1/A3) floorspace, a cycle storage pavilion, associated landscaping, access and a 125 space car park		
Applicant	Brookgate Land Limited		
Recommendation	Approval		
Application Type	Major	Departure:	No

The above application has been reported to the Planning Committee for determination by Members in accordance with the Scheme of Delegation for the Joint Development Control Committee for the Cambridge Fringes.

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SUMMARY	<ol style="list-style-type: none"> 1) This amended application addresses the previous reason for refusal through the revised design of the cycleway and building threshold. 2) The scheme complies with the general vision and development objectives of successful regeneration of the Cambridge Northern Fringe East area. 3) The design and appearance of proposed office is appropriate for the context and will make a positive contribution to the character and appearance of the area, creating attractive, high quality spaces. 4) In terms of contaminated land, odour, air quality, construction and plant noise, officers are content that the safeguards are in place to protect the amenities of the area. 5) The development achieves an appropriate level of car and cycle parking.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The site is located in the southern corner of the former Chesterton Sidings site within Cambridge Northern Fringe East (CNFE), adjacent to the new Cambridge North Station.
- 1.2 Planning permission was secured in February 2015 for the reconfiguration and consolidation of the existing mineral processing and transfer operation and other works associated with the relocation of the former railway sidings. This realignment and freeing up of land enabled the provision of the Cambridge North Station in the south-eastern corner of the former Chesterton Sidings site.
- 1.3 The Cambridge North Station comprises the station building adjacent to the railway line with a 1,000 space covered cycle park located to the south, Station Square to the west and a 450-space car park to the north.
- 1.4 The proposed site forms a triangular shape, measuring 0.7 hectares in area and is bound to the south by the Guided Busway, to the east by the Station Square, to the north by the station access road and to the west by the remainder of the former Chesterton Sidings site. The site has been cleared for the works associated with the Cambridge North Station, which was previously former railing sidings, characterized by open mosaic habitats interspersing between areas of aggregate storage and rail tracks.
- 1.5 Cambridge Northern Fringe East (CNFE) has been identified for redevelopment within successive local plans and is currently identified as an Area of Major Change under Policies SS/4 and 14 of the emerging South Cambridgeshire and Cambridge City Council Local Plans. These policies encourage high quality mixed use development, primarily employment led in CNFE which is to be established through the development of an Area Action Plan (AAP) for the site.
- 1.6 The site lies within Flood Zone 1 and within two designations by the adopted Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan, 2012, including the Cambridge Waste Water Treatment Works and Transport Safeguarding Zone.
- 1.7 The site lies within Milton Parish and the administrative boundary of South Cambridgeshire District Council.

2.0 THE PROPOSAL

- 2.1 Full planning permission is sought for the erection of a building comprising of 9,723m² of floor space for B1 (office) use, with 742m² of ancillary retail (A1/A3) floorspace, 396m² of cycle storage and 267m² of back of house use. In addition the proposal seeks permission for associated landscaping, public realm improvements and a 125 space car park.

- 2.2 The application represents a resubmission of refused application S/2403/17/FL which was refused for the following reason;

'The section of the proposed cycle route directly adjacent to the office building, by reason of its proximity to the building, relative to the lack of set back of the building and insufficient curtilage for the ground floor retail units, and its design, including inadequate width, would fail to provide an acceptable layout and would therefore result in unacceptable conflicts between pedestrians and cyclists, contrary to Policy TR4 of the South Cambridgeshire District Council Development Control Development Plan Document July 2007'.

- 2.3 The proposed changes to this scheme follow the refused application S/2403/17/FL. The changes comprise the footprint of the office building being moved 1.3 metres to the west and 2.5 metres to the north west. This is to allow for a 3.4m pedestrian space adjacent to the retail units and a 3m wide two way segregated cycleway.

- 2.4 The application is accompanied by the following supporting information:

1. Design and Access Statement
2. Planning and Consultation Statement
3. Archaeological Desk Based Assessment
4. Archaeological Watching Brief and Test Pit Evaluation Report
5. Updated Townscape View Analysis September 2017
6. Transport Assessment and Framework Travel Plan June 2017
7. Transport Assessment Addendum September 2017
8. Transport Technical Note- Cycle Parking Provision November 2017
9. Transport Technical Note-Accessible Car Parking Provision November 2017
10. Framework Construction Traffic Management Plan June 2017
14. Proposed Surface Water Drainage and Construction Details
15. Noise Assessment June 2017
16. Noise Assessment Addendum August 2017
17. Ecological Impact and Ecological Statement
18. Landscape Design Statement
20. Surface and Foul Water Drainage Strategy June and August 2017
23. Sustainability Statement
24. Phase 1 Geotechnical and Geo-environmental Preliminary Risk Assessment
25. Health Impact Assessment
26. Utilities Statement
27. Odour Assessment
28. Air Quality Assessment

3.0 RELEVANT SITE HISTORY

- 3.1 S/2403/17/FL- Erection of building comprising office B1 (a) floorspace and ancillary ground floor retail (A1/A3) floorspace, associated

landscaping and public realm improvements and a 125 space car park – (REFUSED).

- 3.2 S/3102/15/FL / 15/2317/FUL – A new 450 sq m station building and associated infrastructure, including 450 space rail station car park, 1000 cycle park, main vehicular access road to the station and creation of access route to the Guided Busway, pedestrian and cycle links to surrounding areas and extension to the Cambridge Guided Busway into the site along the alignment of the former St Ives Branch Line - (APPROVED).
- 3.3 S/1236/15/FL / 15/0994/FUL - Proposed Development for a new 450 sq m station building (including passenger waiting facilities, toilets, staffed ticket office, shop unit(s), amenity space, rail staff accommodation and facilities), two main line platforms (254m with the provision for extension to 270m in length and capable of accommodating a 12 car train) and a bay platform, a pedestrian cycle bridge linking the station building and platforms over the main line, a landscaped 450 space car park and 1000 cycle park, new pedestrian and cycle links to surrounding areas, and the extension of the bus lane and cycle route from the Cambridge Guided Busway into the site along the alignment of the former St Ives Branch Line - (APPROVED).
- 3.4 S/1497/13/CM - Proposed Development for a new 450 sq m station building (including passenger waiting facilities, toilets, staffed ticket office, shop unit(s), amenity space, rail staff accommodation and facilities), two main line platforms (270m in length and capable of accommodating a 12 car train) and a bay platform, a pedestrian cycle bridge linking the station building and platforms over the main line, a landscaped 450 space car park and 1000 cycle park, new pedestrian and cycle links to surrounding areas, and the extension of the bus lane and cycle route from the Cambridge Guided Busway into the site along the alignment of the former St Ives Branch Line – (APPROVED).

4.0 PUBLICITY

Advert (Major/Departure) – Yes
Site Notice – Yes
Adjoining Owners/Occupiers – Yes

5.0 POLICY

National Planning Policy Framework (2012) and National Planning Practice Guidance (2014) and Circular 11/95 – The Use of Conditions in Planning Permissions (Annex A)

- 5.1 The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for England. These policies articulate the Government's vision of sustainable development, which should be interpreted and applied

locally to meet local aspirations. The document was published on 27 March 2012 and immediately became a material consideration for planning applications. It replaces PPGs and PPSs, and other guidance. The document encourages positive, balanced decisions, emphasizes the primacy of the Development Plan and local decision making.

Local Development Plan Policy

5.2 Local Development Framework, Core Strategy, Development Plan Document 2007

ST/3 Re-Using Previously Developed Land and Buildings

5.3 Local Development Framework, Development Control Policies 2007

DP/1 Sustainable Development
DP/2 Design of New Development
DP/3 Development Criteria
DP/4 Infrastructure and New Development
DP/6 Construction Methods
DP/7 Development Frameworks
SF/6 Public Art and New Development
NE/1 Energy Efficiency
NE/2 Renewable Energy
NE/3 Renewable Energy Technologies in New Development
NE/4 Landscape Character Areas
NE/6 Biodiversity
NE/9 Water and Drainage Infrastructure
NE/11 Flood Risk
NE/12 Water Conservation
NE/14 Lighting Proposals
NE/15 Noise Pollution
NE/16 Emissions
CH/2 Archaeological Sites
TR/1 Planning for More Sustainable Travel
TR/2 Car and Cycle Parking Standards
TR/3 Mitigating Travel Impact
TR/4 Non-motorised Modes

5.4 South Cambridgeshire LDF Supplementary Planning Documents (SPD)

District Design Guide - Adopted March 2010
Biodiversity- Adopted January 2009
Landscape in New Developments – Adopted March 2010
Public Art- Adopted January 2009
Health Impact Assessment- Adopted March 2011
Open Space in New Developments-Adopted January 2009

5.5 Cambridge Local Plan 2014 Proposed Submission

Policy 60
Appendix F Tall Buildings and the Skyline

5.6 **Cambridgeshire and Peterborough Minerals and Waste Core Strategy 2011**

CS23 Sustainable Transport of Minerals and Waste
CS31 Waste Water Treatment Works Safeguarding Areas

5.7 **Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan 2012**

SSP T2C – Cambridge Northern Fringe (Aggregates Railhead)

Emerging Planning Policy

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

For the application considered in this report, the following policies in the emerging plans that carry limited weight are:

5.9 **South Cambridgeshire Emerging Local Plan Policies**

S/3 Presumption in Favour of Sustainable Development
S/5 Provision of New Jobs and Homes
S/7 Development Frameworks
SS/4 Cambridge Northern Fringe East and land surrounding the proposed Cambridge Science Park Station
CC/1 Mitigation and Adaptation to Climate Change
CC/3 Renewable and Low Carbon Energy in New Developments
CC/4 Sustainable Design and Construction
CC/6 Construction Methods
CC/8 Sustainable Drainage Systems
CC/9 Managing Flood Risk
HQ/1 Design Principles
HQ/2 Public Art and New Development
NH/2 Protecting and Enhancing Landscape Character
NH/4 Biodiversity
NH/14 Heritage Assets
E/9 Promotion of Clusters
SC/2 Health Impact Assessment
SC/10 Lighting proposals

SC/11 Noise Pollution
SC/12 Contaminated Land
SC/13 Air Quality
SC/15 Odour and Other Fugitive Emissions
T1/1 Chesterton Rail Station and Interchange
TI/2 Planning for Sustainable Travel
TI/3 Parking Provision
T1/8 Infrastructure and New Developments

5.10 **Status of Proposed Submission - Cambridge Northern Fringe East Area Action Plan**

South Cambridgeshire District Council and Cambridge City Council have finished examination of their Local Plans by Laura Graham on behalf of the Secretary of State. The Authorities have included in their plans an intention to produce an Area Action Plan (AAP) to guide re-development of land within the Cambridge Northern Fringe East Area within which the proposed development is situated. The consultation on the Issues and Options Report closed on 2 February 2015. With papers presented to the Joint Strategic Transport and Spatial Planning Committee on 16th November 2015 to take forward two potential options for the development. The AAP is still under preparation; however it will establish the quantum of development, site capacity, viability, time scales and phasing of development within the action plan area. Once adopted, this will form part of the Development Plan for South Cambridgeshire District Council. Policy 14 of the emerging Cambridge Local Plan and Policy SS/4 of the emerging South Cambridgeshire Local Plan aim to create a vibrant and successful employment led, mixed use neighbourhood, shaped as a whole by the community. Given the status of the emerging AAP, it can only be given very limited weight.

5.11 **Cambridge City Emerging Local Plan Policies**

Policy 14: Northern Fringe East and land surrounding the proposed Cambridge Science Park Station Area of Major Change

6.0 **INTERNAL CONSULTATIONS**

The views of the consultees are summarised as follows:

6.1 **Urban Design Officer** – Recommends approval subject to conditions in terms of materials and detailed design for the canopy. The proposal is similar to the application submitted under reference S/2403/17/FL. The proposed office design has not changed in appearance. The footprint of the office has been positioned further to the west and northwest to allow for more spill out space from the retail units and a 3 metre wide segregated cycleway to the east side of the building.

6.2 **Environmental Health**– No objections and conditions are recommended in regard to a construction environmental management

plan, odour, lighting, renewable energy strategy and waste management.

- 6.3 **Environmental Health (Contamination)** – Previous comments remain, a copy of the preliminary risk assessment has been received and consideration of the implications of the proposals. The site had a mixed history of potentially contaminative uses, mostly historical railway land. A condition is recommended requiring further work in terms of investigation and recording of contamination, a remediation statement and verification report.
- 6.4 **Air Quality Officer-** The Air Quality Assessment and Transport Assessment has been reviewed and there are no objections to the proposed development on the basis of impacts to or from air quality. Recommends the addition of conditions in regard to electric vehicle charging, low NOx boilers and Combined Heat and Power for heating and hot water.
- 6.5 **Ecology Officer-** The applicant has submitted an updated application following the previous refused scheme. The ecological constraints have not changed, the applicant has provided a updated Ecological Impact and Enhancement Statement. Previous comments still stand and satisfied that planting in the green/brown roof provides an extensive native species mix of habitats and the rain gardens at street level provide a more urban structural function. Requests conditions in regard to nesting and roosting boxes on the building, the planting schedule and monitoring and management for the habitats.
- 6.6 **Traveller Liaison Officer-** No comments received.

6.7 EXTERNAL CONSULTATIONS

The views of the consultees are summarised as follows:

- 6.8 **Cambridgeshire County Council (Archaeology Officer)**
No objections or requirements for this development.
- 6.9 **Cambridgeshire County Council (Transport Assessment Team)** – No objections subject to a mitigation package for installation of footway links between new path and Cowley Road, a new footway on Cowley Road between the access road and the Cowley Road industrial access, cycle improvements on Fen Road between Moss Bank and Fallowfields, contribution towards the cost of signage wayfinding to Cambridge North and contribution towards the cost of TP+ membership for future tenants of the building.
- 6.10 **Cambridgeshire County Council (Lead Highways Development Management Engineer)** – Although not affecting the public highway or the safety of highway users whilst on the public highway, the following comments are made. The proposed segregated cycleway crosses a

desire line between the retail units and the office and station. As the development builds out, it is anticipated that other pedestrian generators will be added behind this block. Disabled users of the square may therefore experience difficulty crossing the cycleway as it will carry vehicles moving at speed that generate very little noise or other warning of their approach, whilst the riders of the vehicle will have right of way. If the ground floor shops seek external tables and chairs this would obstruct the passage of pedestrians and may force them into the passage of cyclists moving at speed. Several doors on the north-west face of the building open outwards across a footway, which is a hazard for passers-by.

- 6.11 **Lead Local Flood Authority** – No comments received.
- 6.12 **Minerals and Waste Officer**- No comments received.
- 6.13 **Cambridge City Council as An adjoining LPA:**
- 6.14 **Cambridge City Urban Design Officer** - No comments received.
- 6.15 **Cambridge City Council Planning Policy Officer**- No comments received.
- 6.16 **County Council, Senior Project Officer (Cycling)** - The changes to the cycle route through and around the site including a segregated 3 metre cycle route are welcomed. Concerns remain with the location of the visitor cycle parking in front of the retail units which reduces pedestrian area to a width of just over a metre. This cycle parking should be relocated. It would be preferable to locate the cycle route further to the east with a narrower footway adjacent to the drop off to provide a much wider pedestrian area in front of the retail units. The surfacing of the cycleway should be a reddish colour. The proposed buff coloured blocks will not give enough of a contrast to the surrounding York stone. The additional staff cycle parking is welcomed but the aisle widths for the double decker racks does not accord with guidance.
- 6.17 **Drainage Officer** – Nothing further to add, comments made previously still stand, there have been no changes to the drainage scheme.

Previous comments on refused application S/2403/17/FL:

If the application is considered to be part of the Cambridge North Station site and is conditioned adequately to ensure that surface water attenuation will be retained for the lifetime of the development then on technical grounds I would have to accept the submitted information as not causing an increase in flood risk.

- 6.18 **Landscape Officer**– Supports the proposal. The development is acceptable subject to conditions recommended in regard to hard and soft landscaping, tree pit details and green roof details. The current

proposals mirror the previous application which is supported with conditions. The proposed scheme represents a betterment for the cycle path which traverses the frontage of the building. This has affected slightly the landscape surrounding but not in way that is considered harmful.

6.19 **Sustainability Officer**– The proposal is acceptable subject to conditions in regard to design stage certification, post construction certification, renewable and low carbon energy implementation.

6.20 **Cambridgeshire Constabulary (Architectural Liaison Officer)** – Supports the application with the changes proposed and advises that provision of a security needs assessment following consultation with the developer can be done.

6.21 **Historic England**– Does not wish to offer any comments. The views of the specialist conservation and archaeological adviser are relevant.

6.22 **Cambridgeshire Fire and Rescue Service** – No comments.

6.23 **Environment Agency**–The majority of the site is overlain by River Terrace deposits, considered as a secondary aquifer. Recommends conditions in regard to a remediation strategy, if contamination is found, a scheme for surface water disposal, no use of penetrative methods and informatives in terms of surface water drainage, foul drainage, pollution prevention and conservation.

6.24 **Camcycle**- Are happy that this application has responded to the prior objection and subsequent refusal by greatly improving the application with a safe curtilage in front of the building and increased cycle parking capacity inside. The separate cycleway with a dedicated footway in front of the building will enhance safety for all people of all abilities walking and cycling. A number of problems have identified which can be addressed through revisions or condition. These are the spaces between the Sheffield stands within the cycle parking area. There is an inaccessible row of 16 Sheffield cycle spaces that has no aisle, the double stacker rows should be 2.5 metre aisles rather than 2.2 metres. The site plan shows sharp turns in the proposed alternative cycle way, the cycle ways on either side of the side road along Milton Avenue at the northern corner of the site which are not lined up. Trees appear to be planted too close to the cycleway.

6.25 **Highways England**- Recommends that planning permission not be determined before 2 March 2018.

6.26 **Cambridge Past, Present & Future** – Recommends refusal on the grounds of the development being premature as they have come forward before the completion of the Area Action Plan for the Cambridge Northern Fringe East (AAP) as proposed in the emerging Local Plan.

7.0 PARISH COUNCIL AND NEIGHBOUR REPRESENTATIONS

- 7.1 **Milton Parish Council** – Has no recommendation.
- 7.2 **Fen Ditton Parish Council (neighbouring parish)** – No comments received.
- 7.3 No representations have been received from local residents.

8.0 ASSESSMENT

8.1 The issues are as follows:

1. Principle of development
2. Environmental Impact Assessment
3. Visual and Historic Impact
4. Neighbour Amenity
5. Accessibility
6. Transport and Access
7. Car and cycle parking
8. Proposed Revisions to Cycle Routes
9. Refuse/ Servicing
10. Trees and Landscaping
11. Ecology
12. Renewable Energy/ Sustainability
13. Flooding/Drainage
14. Noise
15. Air Quality
16. External lighting
17. Ventilation
18. Contamination
19. Public Art
20. Archaeology
21. Fire Safety
22. Prematurity

9.0 Principle of the development

9.1 The site lies within the Development Framework for Cambridge North Fringe and Chesterton Fen Road. Policy DP/7 Development Frameworks of the Development Control Policies, DPD permits the development and redevelopment of unallocated land and buildings within development frameworks. The emerging South Cambridgeshire and Cambridge City Local Plans, Policies SS/4 and 14 identify Cambridge Northern Fringe East as an area for major change which will enable the creation of a revitalised, employment focussed area centred on a new transport interchange, with the area allocated for high quality mixed use development, primarily employment within Use Classes B1 (Business), B2 (General Industry) and B8 (Storage or Distribution) as well as a range of supporting uses, commercial, retail and residential.

- 9.2 A joint Area Action Plan (AAP) is being prepared in accordance with these policies in which the amount of development, site capacity, viability, time scales and phasing of development will be established. An Issues and Options Report was subject to public consultation from December 2014 to February 2015, papers were presented to the Joint Strategic Transport and Spatial Planning Committee in November 2015 to take forward two potential options for the development of CNFE. The two refined options that have been formulated are Option 2A 'Medium Level of Redevelopment' and Option 4A 'Maximum Level of Redevelopment'. Following this, there have been delays in the Local Plan examination process and delays to the AAP progress therefore timeframes for its publication remain uncertain.
- 9.3 The National Planning Policy Framework seeks a presumption in favour of sustainable development. The site lies adjacent to Cambridge North Station and is highly sustainable in terms of transport links in addition to the rail links the site benefits from good bus links, the Guided Bus, cycle and pedestrian links serving the local and wider area. The site lies close to local services and Cambridge City Centre. The emerging policies and the NPPF seek to re-use land that has been previously developed to achieve each of the economic, social and environmental dimensions of sustainable development.
- 9.4 This proposal comes forward as part of the first phase of redevelopment of the former Chesterton Sidings site. The rationale put forward by the application is to create a place with activity around the new station, acting as a catalyst for the regeneration of the wider site for the future. It is recognised that this proposal comes forward ahead of the adoption of the AAP, alongside the current proposed hotel scheme. As a result, little weight can be given to the AAP. Notwithstanding the above, it is considered that these schemes will meet the purpose of the CNFE AAP by providing high quality employment led mixed use development which will help to meet the long term growth needs of Cambridge. Given the size and scale of the proposal, and that it would provide employment and retail within the existing station area which is of an appropriate size and scale to not impact significantly on the area and wider area, the proposal coming forward at this early stage is considered appropriate. Further redevelopment of the area is expected and this would be following the adoption of the AAP.

10. Environmental Impact Assessment

- 10.1 A Screening Opinion was issued by South Cambridgeshire District Council on 26:04:2017. The Screening Opinion concluded that the proposed development was not EIA development as it was unlikely to have significant effects on the environment.

11. Visual Impact

Context of site and building height

- 11.1 The proposed building lies to the east of the station square, forming a triangular shaped footprint matching the site's shape. The proposed office building comprises of seven storey's, organised into three parts consisting of the base for retail, the middle section for offices and the upper section which is set back from the rest of the façade and designed to give a top to the building. The proposed scale of the office building, and adjacent public spaces have been designed to relate to the scale of the square, proposed hotel, and similar spaces within Cambridge City at Cambridge Station, and the Market Square. The proposed context of the site and building heights have been modelled physically and virtually to ensure the relationships between the buildings and spaces are appropriate. The proposed seven storey office building would relate to the northern seven storey wing of the proposed hotel, helping to define and frame the station square, being an appropriate scale for the size of this space, and reinforcing the civic presence.
- 11.2 The proposal will measure 26 metres in height excluding the plant which totals 29 metres. It is acknowledged that the proposed height of the office will be larger than the surrounding buildings, matching the height of the northern wing of the recently approved hotel. It is considered this height is appropriate for the buildings in order to frame the station square and be of a sufficient scale to do this. The proposed height provides a city form that establishes a new urban status for this area. The proposed height is considered acceptable.
- 11.3 A Townscape View Analysis document was submitted in which a visual assessment has been taken from 12 viewpoints. It is observed from this document that views of the office will be possible from certain viewpoints, with the proposal from viewpoint 12 at Ditton Meadows being partially visible with limited visibility of the upper floors and roof canopy. The visibility of the development in this location is predominantly due to site clearance that has taken place at a site located between the application site and the river which has resulted in a gap where the application site and the existing station building are visible. Significant landscaping mitigation has been secured under the Hayling House, Fen Road application 16/0617/FUL secures mitigation landscaping which officers consider will mitigation and minimise the views of the Hotel from Ditton Meadows. Within a number of the views there are obstructions which include trees, vegetation, houses and buildings. It is considered that the proposal would not have a significant visual impact in long distance views, resulting in limited visual harm on any of the key viewpoints and heritage assets from around the site.

- 11.4 The massing and height of the building is appropriate to its context and complies with Policies DP/2 and DP/3 of the Local Development Framework.

Historic Impact

- 11.5 The site lies outside of any designated heritage assets. 500 metres to the south east of the site within Cambridge City Council administrative boundary lies the Central Cambridge Conservation Area which forms Stourbridge Common and Ditton Meadows which are designated Green Belt and City Wildlife and Local Nature Reserves. An additional landscape view point from the south western point of Ditton Meadows was requested, and provided given the clear view of the station from this heritage asset.
- 11.6 400 metres to the east and south of the site lies the River Cam which forms the boundary to Fen Ditton Conservation Area. Within Fen Ditton lies Grade I and II* listed buildings. Historic England have raised concern that the proposal would introduce modern buildings of a greater scale which would result in harm to the historic significance of the Conservation Area, and the relationship between Fen Ditton Conservation Area, Stourbridge Common and Cambridge visually.
- 11.7 The proposal has been assessed in terms of its impact on these heritage assets and it is acknowledged (as discussed above) that views of the proposed office building will be seen from a limited part of Ditton Meadows. Officers consider that the Hotel will not be visible from Fen Ditton Conservation area; therefore there is no significant impact on Fen Ditton Conservation area. The proposal will not be significantly high or viewable when viewed in relation to existing trees, landscaping and the existing station. The proposal would lead to less than substantial harm, with the public benefits of the scheme being the economic improvement to the area through provision of services and employment, social improvement of leisure and retail facilities and environmental improvements of re-use of previously developed land, ecological enhancements, sustainable design and accessibility by non-car means of travel. The proposal would therefore accord with Policies DP/1, DP/2 and DP/3 of the Local Development Framework and paragraphs 128, 131 and 134 of the National Planning Policy Framework.

Design and use of materials

- 11.8 The proposed design of the building maximises the triangular form of the site by being triangular in shape, with the truncated north east corner and curved canopy which completes the form of the site.
- 11.9 The proposed materials of the building consist of brick, timber and bronze coloured aluminium, with glass strip fenestration to the offices. There will be concrete clad columns running vertically up the building

and the roof canopy which provides a contrast to the earthy characteristics of the bricks. The fenestration is broken with vertical louvres to provide solar shading to the east and west facades. The brickwork is enhanced by panels of perforated brickwork which adds interest and light to both interior and exterior views. The elevations of the office have a strong horizontal emphasis with strip windows to the upper floors on the east, north and west frontages with the contrast of large vertical element of glazed curtain walling on the entrance façade.

- 11.10 The proposed roof is designed to be a combination of a green roof and provides areas of photovoltaic panels which provide some of the renewables for the building. The curved canopy and roof overhang will be illuminated on the east façade with uplighters on the station square to provide an illumination and glow at the top of this building.
- 11.11 The proposal is considered to be a high quality design, which would enhance the character of the local area, and would compliment the proposed adjacent hotel building. As a result, the proposal would contribute to the activity within the Square, adding to the vitality of the station. The design of this resubmitted application remains similar to the previous refused application S/2403/17/FL, with the office entrance being relocated further south. The proposal would accord with Policies DP/2 and DP/3 of the Local Development Framework.

Cambridgeshire Quality Panel

- 11.12 The Cambridgeshire Quality Panel reviewed the scheme on 8th February and 10th April; 2017. The scheme was amended between the two Quality Panel meetings.

Issues and Recommendations of Quality Panel.

Quality Panel issues and recommendations	Officer Response
Concern raised regarding the complexity of the loading bay, cycle area next to the guided bus way and alternative positioning should be considered for the cycle storage.	Additional cycle storage has been provided within the building with some accommodated outside adjacent to the building.
Concern about the potential overheating on the western elevation.	The office will achieve BREEAM excellent rating with aspiration for outstanding.
There is a need to protect the building through the planning application stage to ensure the applicants ambition is delivered. It is important that the design standard is set high to show future phases what is expected and	Officers have worked with the applicant to ensure that the quality of the materials and articulation of elements will deliver a quality development. Conditions are proposed for the detailing and materials.

<p>delivered.</p> <p>Questioned whether it was possible for the office to move slightly further north to widen the pavement for pedestrians.</p>	<p>Due to the irregular shape of the site and the arrangement of the building it has not been possible to relocate the building slightly further north. The footpath is located outside of the application site and was secured under the Station building application which has been implemented.</p>
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Please see Appendix 2 For full Quality Panel Response.

- 11.13 The proposal is considered to be a high quality design, which would enhance the character of the local area, adding to the existing station area. Conditions 2 and 3 are recommended to require design details to be submitted for approval. The proposal would accord with Policies DP/2 and DP/3 of the Local Development Framework.

External Spaces

- 11.14 The proposal seeks a number of landscaping and public realm improvements.
- 11.15 Specimen trees are proposed to be planted along the east elevation between the building and the car drop off and to the west along the guided bus route. This will help to frame views of the building, create a visual separation from vehicles and provide shelter for the adjacent benches. It will also provide a high quality piece of public realm to the station square. Underground planting along the Guided Busway will consist of evergreen shrubs, grasses and low herbaceous planting, forming rain gardens.
- 11.16 A green gateway is proposed when approaching the Square from the Boulevard with a specimen tree proposed outside the office entrance to enclose and frame this space; this is mirrored on the opposite side of the road. Concerns were raised in regard to the trees within the public square being planted too close to the proposed cycleway resulting in a hazard for cyclists. The proposed tree pits and street lights would be at a minimum of 0.5 metres from the edge of the cycleway and this is considered a sufficient setback.
- 11.17 The proposals would comply with Policies DP/1 and DP/2 of the Local Development Framework.

12 Neighbour Amenity

- 12.1 The nearest neighbouring properties lie 120 metres to the north east at Sunningdale Caravan Park, with neighbouring properties 70 metres from the site to the south west along Long Reach Road. An industrial estate lies to the south east. Concern has been raised regarding the

design and height of the office from these neighbouring properties being overbearing and reflection of noise from the facades of the buildings on residents. The proposal will be evident in open views towards the station from these properties, however given this distance, the proposal is not considered to be significantly overbearing to these residents. Noise reflection from buildings has been assessed and detailed in the Noise impact Assessment and Addendum in which noise has not been considered to result in significant harm.

12.2 The proposal would accord with Policy DP/3 of the Local Development Framework.

13. Accessibility

13.1 The proposal will provide 3 no. blue badge parking spaces to the north west, adjacent to the building, which will have level pavement access to the main office entrance. 3 no blue badge parking spaces are additional proposed within the ground level car park for the office building.

13.2 Wheel chair compliant lifts and disabled facilities will be accessible from all levels.

13.3 Access to the retail units within the scheme will allow level access for users.

13.4 The proposal has been reviewed by the City Council's Disability Officer and the Disability Consultative Panel. The Panel raised no objections to the scheme in principle; comments were made in terms of the excavation or firefighting lifts are included in the design as can be used as an emergency.

13.5 The proposal would accord with Policy DP/2 of the Local Development Framework.

14. Transport and Access

14.1 The highway network in the vicinity of the Cambridge Science Park is at capacity, there is significant congestion currently occurring along Milton Road and Kings Hedges Road, the A10 and A14 especially in peak periods. Cambridge Northern Fringe East and the Cambridge Science Park is being taken into considerations in the A10 Transport Corridor Study which runs from Cambridge to Ely and is due to completed by the end of the year.

14.2 It is anticipated that the development will add an additional 56 vehicles in the AM peak onto the highway network, of which 48 will be arrivals and 32 departures in the AM peak and 15 arrivals and 41 departures in the PM peak. Rather than increasing the capacity of the highway network the County Council's strategy has been to improve the quality

and capacity of the sustainable transport networks leading into and within the City.

- 14.3 Vehicular access to the site will be along Milton Avenue which provides the main vehicular route from Cowley Road. The primary pedestrian access and exit to the building is in the north east corner. A Transport Assessment and Travel Plan have been submitted with the application. As part of the delivery of Cambridge North Railway Station, there have been vast improvements to walking, cycling and public infrastructure and services to the area. The Proposed Transport Assessment predicts that the two-way traffic flow from the proposal during peak hours is less than 1% of that on Milton Road. The impact of vehicular trips on the highway network has been assessed and the network is at capacity in the peak periods with other committed developments included. The development traffic flows do have an impact at several junctions and mitigation for Milton Road and the A14 Junction was requested.
- 14.4 The applicant has put forward proposals for non-car mode mitigation, in which the proposals will build on the existing infrastructure delivered as part of the Cambridge North Station to improve connectivity of the site and surrounding area. These include a new footway on the northern side of Cowley Road between the Business Park and Cambridge North Station, a new footway and cycleway bridge across the First Public Drain to improve north and south links along Cowley Road, improved signage and wayfinding to Cambridge North and the surrounding site and cycle improvements on Fen Road. The Transport Assessment Team support these proposals. The proposed Cowley Road footway and new pedestrian and cycleway bridges will be secured by S106 financial contributions and the improved wayfinding and cycle improvements on Fen Road will be secured by Section 278.
- 14.5 Therefore, although it is recognised that there is significant pressure on the local transport network arising from a cumulative number of emerging proposals within the local areas including Waterbeach, the Science Park and the remainder of the CNFE AAP area, this proposal is considered to provide sufficient mitigation to address its own impacts. The proposal would therefore accord with Policies DP/2 and DP/3 of the Local Development Framework.

15. Car and cycle parking

Car Parking

- 15.1 The proposal will provide 125 car parking spaces, within the temporary surface car park sited north of the proposed office. These spaces will be for office employees. The proposed level of car parking will be lower than the maximum parking standards under Policy TR/2 of the Local Development Framework which requires a maximum of 324 spaces. The proposal seeks to provide 125 car parking spaces for the office within the shared parking facility for the proposed hotel. This provision

would be reduced over time as more sustainable travel patterns are established and encouraged. The 125 spaces are proposed for the first 10 years of the operation of the office with this provision proposed to reduce after the tenth year of operation to 60 car parking spaces. A similar car parking strategy has been established at nearby City Centre and village locations. It is acknowledged that the proposed parking levels are significantly lower than the required provision; however this level is considered in relation to the close proximity of the office to the station, connectivity to the Cambridge Guided Bus, other bus routes and cycle routes connecting to the wider area. The proposed level of parking is considered acceptable in line with Policy TR/2 of the Local Development Framework.

- 15.2 Car parking will be in the proposed new temporary surface car park. This will comprise of open graded crushed rock. The threshold between the temporary car park and station square is proposed to be asphalt. The proposed lifespan of the asphalt is ten years following which planning permission would be required for any new car parking area as part of the wider development.

Cycle Parking

- 15.3 The proposed ground floor of the office building will house 325 bicycle spaces with provision of cyclist changing and showering facilities. 216 bicycle spaces will be on stackers with 106 bicycle spaces on Sheffield stands and 3 spaces for cargo bikes. In addition to this, a further 30 cycles spaces are proposed on stands along the eastern facade of the office building for visitors of the retail units, totalling 355 cycle spaces. Officers note the outstanding concerns raised by the County Project Officer regarding the location of the visitor cycle parking. While the cycle parking does reduce space for pedestrians on the eastern frontage a sufficient area is maintained for circulation.

16. Proposed Revisions to Cycle Route

- 16.1 The proposed changes to this scheme follow the refused application S/2403/17/FL. The changes comprise of the footprint of the office building being moved 1.3 metres to the west and 2.5 metres to the north west. To the east of the proposed office building, this allows for a 3.4 metre wide dwell space immediately outside the retail units to enable pedestrians to enter and exit the building, a 3 metre wide two way segregated cycleway which can link with the cycle way adjacent to Milton Avenue and a 2.7 metre wide landscaping strip and pedestrian area adjacent to the station drop-off area. Immediately outside the office entrance to the north east would be a 3.8 metre wide dwell space, a 3 metre wide segregated cycleway and a 4.6 metre landscaping strip. A larger cycle store at the rear of the proposed building is proposed in which the footprint of the office and retail floor space has been reduced to allow this.

- 16.2 The proposed 3 metre wide segregated cycleway will be constructed of a buff coloured concrete block paving units laid stretcher bond enclosed by silver-grey conservation kerbs, surrounded by yorkstone paving.
- 16.3 The Walking and Cycling Officer has commented on the proposed revisions and supports the provision of a segregated 3 metre wide cycle route. Comments are made in relation to the location of the visitor cycle parking area to the front of the retail units which is considered would reduce the pedestrian area. Condition 42 is recommended to ensure that final details of cycle parking location and provision are submitted for approval. The Walking and Cycling Officer also commented on the surfacing of the cycleway. It is considered that the proposed cycleway which will be clearly demarcated through different materials and treatment will be sufficient. The Development Management Engineer has commented that the proposed segregated cycleway crosses a desire line with the retail units, office and station, disabled users may experience difficulty crossing the cycleway, external tables and chairs may obstruct pedestrians and doors on the north west elevation with open outward doors creating a potential hazard.
- 16.4 The segregated cycleway would overcome the previous reason for refusal under application S/2403/17/FL. The dwell space, cycleway and landscaping strip allows for good visibility for cyclists and pedestrians. Condition 41 is recommended to restrict table and chairs outside the retail units. All doors to the proposed office and retail units would open inwards. CamCycle commented that the separate cycle and footway would enhance safety for cyclists and pedestrians. In addition, they comment on the size requirements within the proposed cycle parking area to allow for use, Condition 42 is recommended to ensure that final details of cycle parking location and provision are submitted for approval, in which the layout of the cycle parking can be amended. As part of the S106 Agreement, it is proposed to align the cycleway.
- 16.5 The proposed revised scheme would overcome the previous reason for refusal by the building being moved to allow for sufficient space and a set back from the building to provide appropriate segregation for pedestrians and cyclists avoiding conflict.
- 16.6 The proposal would accord with Policies DP/2, DP/3 and TR/2 of the Local Development Framework.

17. Refuse/ Servicing

- 17.1 The site will be serviced via a dedicated service bay located on the Link Road to the north of the office building. Direct access will be available to the core and recycling storage area from this bay.

17.2 The proposal will comply with Policy DP/3 of the Local Development Framework.

18. Trees and Landscaping

18.1 The proposals seek to provide specimen trees along the eastern elevation between the building and car drop off within Station Square. This will provide a visual separation and soften the appearance.

18.2 A specimen tree under planted with groundcovers with a bench in front is proposed outside the office entrance with this being mirrored on the opposite side of the road. The proposal will provide a green gateway when approaching the Square from the Boulevard.

18.3 Along the Cambridge Guided Bus Way, to the west of the office building is proposed to consist of under planting comprising evergreen shrubs, grasses, low herbaceous planting forming rain gardens.

18.4 On the proposed roof of the office is proposed an extensive green roof which will be laid around the central plant space and would provide a wildlife habitat, food sources and assist with rainwater attenuation.

18.5 Conditions 12, 13, 17, 18 are recommended in regard to hard and soft landscaping, tree pit details and green roof details. The proposals will create a high quality environment, enhancing the street scene and environment in accordance with Policies DP/1 and DP/2 of the Local Development Framework.

19. Ecology

19.1 There are no designated sites of international or national ecological importance within the site or within 2 km of its boundary. There are six Local Nature Reserves (LNR) within 2km with Bramblefields LNR being within 250km of the proposed office site. Bramblefields comprises of a mixture of grassland, scrub and a pond. There are 16 non-statutory sites located within 2km radius of the site; including three County Wildlife Sites and 13 City Wildlife Sites. The closest is the River Cam County Wildlife Site (CWS).

19.2 The site comprised of a mix of scrub and open ground habitats. The site currently consists of bare ground, hardstanding and compacted hard core. This follows from the site being a construction site for work to Cambridge North Station; therefore a new ecological baseline is evident from the historical baseline condition. Prior to clearance the site had the potential to support open mosaic habitats, a diverse invertebrate assemblage, amphibians, reptiles, breeding birds and limited potential for bats and hedgehogs. The proposal seeks to include recreation of habitat on various roof areas on the office, bat and bird boxes, tree planting, and provision of SUDs features such as rain gardens.

19.3 The Ecology Officer has recommended conditions 17, 18 and 19 in regard to planting, provision of bird and bat boxes and a 15 year monitoring schedule.

19.4 The proposals will therefore comply with Policies DP/3 and NE/5 of the Local Development Framework.

20. Renewable Energy/ Sustainability

20.1 The proposal will use air source heat pumps and photovoltaics to meet the 10% saving of CO² emissions in accordance with Policies NE/1 and NE/3 of the Local Development Framework. The development proposes to minimise energy demand by building an air tight building with good thermal properties and glazed windows with solar control glazing. The proposed office building is targeting a BREEAM rating of 'Excellent'. Sustainable design and construction is proposed through water efficient services, reduce, reuse and recycle to waste, responsible sourcing of materials and thermal comfort analysis has been undertaken to consider the impact of climate change.

20.2 The proposed approach to the use of renewable and low carbon energy is acceptable, and in accordance with the National Planning Policy Framework and Policy DP/1 of the LDF.

21. Flooding/Drainage

21.1 The River Cam lies to the east of the site and the First Public Drain which provides surface water drainage for the whole of the CNFE and surrounding area. A Surface and Foul Water Drainage Strategy has been submitted with the application, which details surface water runoff management based on the use of Sustainable Drainage Systems (SuDS), an allowable limiting discharge rate of 3.3l/s/ha (existing mean annual peak rate of runoff for the greenfield site), with discharge attenuated and controlled surface water flows into the first public drain. It is proposed to construct a new onsite gravity surface water drainage system to serve the proposed development site which will connect into the existing surface water drainage infrastructure already installed for the Cambridge North station.

21.2 The Drainage Officer and Lead Local Flood Authority have confirmed they do not object to this proposal and subject to condition (29) being added in regard to surface water attenuation being retained for the lifetime of the development, the proposal is acceptable as not causing an increase in flood risk.

21.3 The proposal would accord with Policies NE/8, NE/9, NE/10, NE/11 and NE/12 of the Local Development Framework.

22. Noise

- 22.1 The A14 lies to the north of the site, with the railway line, sidings and the minerals and waste operations nearby creating noise which will impact on the proposal. A Noise Assessment was submitted with the application, which identifies the main sources of noise from transportation from the railway, Cambridge Guided Busway, road traffic on the A14 and on-site vehicle movements. Concern is raised regarding the possibility of noise from these sources being reflected off the brick and glass facades of the proposed office, towards the residential properties at Sunningdale Caravan Park. The Environmental Health Officer has requested that additional detailed noise modelling is carried out to assess the impacts from the noise reflections from the building and additional traffic from the development.
- 22.2 Following submission of the Noise Assessment Addendum, the Environmental Health Officer has confirmed that the information submitted is sufficient to demonstrate the adverse effects from noise will either be negligible or remain unchained at nearby receptors. The concerns regarding potential reflection of noise towards nearby residential premises and increased traffic generation are therefore negligible.
- 22.3 Conditions (23), (24) and (25) are recommended to ensure noise is minimised through details to be submitted for a construction environmental management plan, submission of a noise assessment for noise from commercial and retail activities, restrictions on delivery times for the proposed commercial premises and a noise assessment of plant and equipment for any renewable energy sources.
- 22.4 The proposals will comply with Policies NE/15 of the Local Development Framework.

23. Odour

- 23.1 The site is located close to Cambridge Water Recycling Centre (WRC), which has the potential for odours to affect the proposed development. This area is currently subject to a separate Ratification Study commissioned by the two district councils to ensure the acceptability of overall development within the AAP area. An Odour Assessment has been submitted with this application. The Odour Assessment concludes that the predicted concentrations for the proposed developments, each of the three receptors for the office, retail and hotel are less than $1.5 \mu\text{g}/\text{m}^3$. As a result the predicted odour concentrations meet the most stringent criterion applied for assessment of site suitability for residential use and suggests a low potential for adverse odour impacts. Conditions 24 and 25 are recommended which requires the prior to the commencement of development, the submission and approval of details of the mechanical ventilation and odour filtration system.

23.2 The proposals will comply with NE/16 of the Local Development Framework.

24. Air Quality

24.1 An Air Quality Assessment and Transport Assessment have been submitted in regard to air quality. The Air Quality Officer has raised no objections to the proposal on the basis of impacts to or from Air Quality, subject to conditions (38) and (39) in regard to electric vehicle charging, low NOx boilers and combined heat and power.

24.2 The proposals will comply with Policy NE/16 of the Local Development Framework.

25. Lighting

25.1 The proposal will be situated a significant distance from the neighbouring properties at Long Reach Road and Chesterton Fen Road. The Landscape Officer raised concern regarding the visual impact and night time views of the illuminated canopy. Condition (5) is recommended to ensure the proposed lighting scheme is appropriate to protect residents from nuisance, and to ensure the visual impact of lighting in the area is appropriate.

25.2 The proposals will comply with Policy NE/14 of the Local Development Framework.

26. Ventilation

26.1 Condition (25) is recommended to ensure the control of odour from the proposed A1 and A3 kitchen extract systems.

26.2 The proposals will comply with Policy NE/16 of the Local Development Framework.

27. Contamination

27.1 The site has been mainly used for railway land, but has a history of potentially contaminative uses. A Phase 1 Geotechnical and Geo-Environmental Risk Assessment has been undertaken and the Contamination Land Officer has recommended condition (26) to require a Phase two investigation to further characterise the site and test the conceptual model.

27.2 The proposals will comply with Policy DP/3 of the Local Development Framework.

28. Public Art

- 28.1 A scheme for public art has not been put forward as part of the application. Condition (40) has been recommended to require a phased scheme for the delivery of public art to be submitted for approval.

29. Archaeology

- 29.1 A Desk Based Assessment, Watching Brief and Test Pit Evaluation Report have been undertaken. Archaeological works undertaken for the wider site Cambridge North Station indicated that this part of the former railway sidings is unlikely to contain significant archaeological remains and as a result no archaeological works are necessary for the proposal.
- 29.2 The proposals will comply with Policy CH/2 of the Local Development Framework.

30. Fire Safety

- 30.1 A condition (37) is recommended to require adequate provision is made for fire hydrants.

31. Consideration of Prematurity

- 31.1 The representation received from Cambridge Past Present and Future (CPPF) considers that the determination of the application prior to the completion to the Joint Area Action Plan for Cambridge Northern Fringe East (CNFE AAP) would be premature. The representation states that if this development would proceed it would predetermine the style for the rest of Cambridge Northern Fringe East prior to the AAP being agreed which would be contrary to the purpose of the AAP and by definition the Local Plan.
- 31.2 It is not considered that the positive determination of the present application would be premature. CPPF's primary concern is that this proposal would be contrary to the AAP and Local Plan. It is acknowledged that this proposal is ahead of the AAP being adopted however the redevelopment of the site is provided for in the emerging South Cambridgeshire and Cambridge City Local Plans through Policies SS/4 and 14, in which this area is allocated for high quality mixed use development, primarily for employment.
- 31.3 Notwithstanding that it is not considered that the determination of the current application is premature, the NPPG states that arguments that an application is premature are unlikely to justify a refusal unless it is clear that the adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, taking into account the NPPF policies and other material considerations. It states that such circumstances will generally be limited to situations where both the development is so substantial or significant that granting permission would undermine the plan-making process by

predetermining decisions about the scale, location or phasing of new development central to an emerging plan and where the emerging plan is at an advanced stage, but is not yet formally adopted. It is difficult to conclude that the granting of permission would have any significant impact on decisions about new development.

- 31.4 It is therefore considered that the argument that the application is premature should not be held and that the application should be determined expeditiously

32. Planning Obligations (s106 Agreement)

- 32.1 The Community Infrastructure Levy (CIL) Regulations 2010 (as amended)

have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. Each planning

obligation needs to pass three statutory tests to make sure that it is;
(a) necessary to make the development acceptable in planning terms;
(b) directly related to the development; and
(c) fairly and reasonably related in scale and kind to the development. In bringing forward my recommendations in relation to the Planning Obligation

for this development I have considered these requirements.

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

- 32.3 Only transport related obligations arise from the submission of the planning application. The complete package of highway mitigation is detailed below:

- Financial contribution towards footway links between the Chesterton Public Means of Access pedestrian and cycle route on the southern side of the First Public Drain (secured and delivered through the Cambridge North Station application) and Cowley Road. (2 x bridges) - £26,415
- Financial contribution towards provision of the footway links on the northern side of Cowley Road. - £126,792
- Wayfinding signage to the Cambridge North - £15,849
- Financial contribution towards cycle improvements on Fen Road (between Moss Bank and Fallowfields). - £59,698
- Financial contribution towards TP+ membership. - £15,849

The total cost of the works proposed above is £463,000 however this scheme along with approved application S/2372/17/FL both contribute towards these highway mitigation measures.

32.4 Officers have agreed with Cambridgeshire County Council and the applicants that these contributions will be agreed through a Section 106 Agreement and Section 278 Agreement for securing these mitigation measures.

32.5 Subject to the completion of a S106 planning obligation to accord with the sought County Council Transport mitigation measures detailed above in paragraph 32.3, I am satisfied that the proposal would accord with Policy DP/3.

33. CONCLUSION

33.1 The previous reason for refusal has been addressed through the reconfigured building threshold and cycle route. The application accords with the Development Plan and is recommended for approval.

34. RECOMMENDATION

APPROVE subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
(Reason - To ensure that consideration of any future application for development in the area will not be prejudiced by permissions for development, which have not been acted upon.)
2. Prior to the commencement of the development of the office building, sample panels of a minimum size of 1 metre by 1 metre of the general brickwork, feature brickwork and hit and miss brickwork to be used shall be erected on site to establish the detail of mortar colour, detail of bonding, coursing, colour and type of jointing shall be agreed in writing with the local planning authority. The quality of finish and materials incorporated in any approved sample panel(s), which shall not be demolished prior to completion of development, shall be maintained throughout the development.
(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
3. Prior to the commencement of the development, hereby approved, with the exception of below ground works, full details of the external materials to be used in the construction of the external surfaces of the buildings hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)

4. Prior to the commencement of the development hereby approved, with the exception of below ground works, the following shall be submitted and agreed in writing by the Local Planning Authority.
 - Details of the appearance of the plant enclosure which shall include sections and elevations at a scale of not less than 1:20 together with product information. This may include the submission of samples of mesh/louver types and the colour(s) of the components.
 - A lighting strategy including information on all external light fittings and timings of operation
 - A Signage strategy. The approved signage strategy shall thereafter be retained and all external signage shall conform to the strategy unless otherwise agreed in writing by the local planning authority.The development shall be carried out in accordance with the approved details. (Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)

5. Prior to the commencement of the development hereby approved, with the exception of below ground works, the following shall be submitted and agreed in writing by the Local Planning Authority.
 - Details of boundary treatments to the temporary car park and the space between Milton Avenue and the temporary car park.
 - A scheme for amenity landscaping between the temporary car park and Milton Avenue. The development shall be carried out in accordance with the approved details. (Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)

6. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details of both hard and soft landscape works, all tree pits including any planters, hard paving and soft landscaped areas shall be submitted to and approved in writing by the Local Planning Authority. These details shall include indications of all existing trees and hedgerows on the land and details of any to be retained, together with measures for their protection in the course of development. The details shall also include specification of all proposed trees, hedges and shrub planting, which shall include details of species, density and size of stock.

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)

7. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the

occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)

8. The approved building shall be constructed to meet the approved overall BREEAM 'excellent' rating. Prior to commencement of development, or within 6 months of commencement, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority. Where the interim certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall be submitted identifying how the shortfall will be addressed.

(Reason- In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings in accordance with Policy DP/1 of the adopted Local Development Framework 2007).

9. Prior to the occupation, or within 6 months of occupation, a certificate following a post-construction review shall be issued by an approved BREEAM Assessor to the Local Planning Authority, indicating that the approved BREEAM 'excellent' rating has been met. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development unless otherwise agreed in writing by the Local Planning Authority.

(Reason- In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings in accordance with Policy DP/1 of the adopted Local Development Framework 2007).

10. The approved renewable and low carbon energy technologies shall be fully installed and operational prior to the first occupation of the development and shall thereafter be retained and remain fully operational in accordance with a maintenance programme, which shall be submitted to and agreed in writing by the local planning authority. Any gas fired CHP should meet an emissions standard of:

Spark ignition engine: less than 150 mgNO_x/Nm³

Compression ignition engine: less than 400 mgNO_x/Nm³

Gas turbine: less than 50 mgNO_x/Nm³

No review of this requirement on the basis of grid capacity issues can take place unless written evidence from the Distribution Network

Operator confirming the detail of grid capacity and its implications has been submitted to, and accepted in writing by, the local planning authority. Any subsequent amendment to the level of renewable/low carbon technologies provided on the site shall be in accordance with a revised scheme submitted to and approved in writing by, the local planning authority.

(Reason- In the interests of reducing carbon dioxide emissions and to ensure that the development does not give rise to unacceptable pollution in accordance with Policies NE/3 and NE16 of the adopted Local Development Framework 2007).

11. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details of green and brown roofs 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 and drainage details where applicable. The development shall be carried out in accordance with the approved details.

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)

12. Prior to the commencement of the development hereby approved a scheme for the provision of bird and bat nest boxes shall be submitted to and approved in writing by the Local Planning Authority; the development shall not be occupied until the nest boxes have been provided in accordance with the approved scheme.

(Reason - To achieve biodiversity enhancement on the site in accordance with adopted Policies DP/1, DP/3 and NE/6 of the adopted Local Development Framework 2007.)

13. A Landscape and Ecological Management Plan (LEMP) shall be submitted to, and approved in writing by, the local planning authority prior to the commencement of development. The content of the LEMP shall include the following.

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Prescription of a work schedule (including an annual work plan capable of being rolled forward over a fifteen-year period).
- g) Details of the body or organisation responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures (to be rolled out over a 15 year period with at least 5 monitoring events).

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details. (Reason - To achieve biodiversity enhancement on the site in accordance with adopted Policies DP/1, DP/3 and NE/6 of the adopted Local Development Framework 2007.)

14. No power operated machinery (or other specified machinery) shall be limited to 0800 hours to 1800 hours Monday to Friday and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays unless otherwise previously agreed in writing by the Local Planning Authority in accordance with any agreed noise restrictions. (Reason - To minimise noise disturbance to adjoining residents in accordance with Policy NE/15 of the adopted Local Development Framework 2007.)

15. Collection from and deliveries to any non-residential premises including the office, any retail, food or commercial uses shall only be carried out between 0800 hours to 1800 hours Monday to Friday, 0800 hours to 1300 hours on Saturdays and at no time on Sundays, bank or public holidays. (Reason - To minimise noise disturbance to adjoining residents in accordance with Policy NE/15 of the adopted Local Development Framework 2007.)

16. A noise assessment shall be completed and a scheme be submitted for the insulation of the building(s) and/or associated plant / equipment including any renewable energy provision sources such as any air source heat pump or wind turbine or other attenuation measures as necessary, in order to minimise the level of noise emanating from the said building(s) and/or plant shall be submitted to and approved in writing by the Local Planning Authority. The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall thereafter be maintained in strict accordance with the approved details. (Reason - To minimise noise disturbance to adjoining residents in accordance with Policy NE/15 of the adopted Local Development Framework 2007.)

17. No development shall commence, with the exception of below ground works, until details of equipment and systems for the purpose of

extraction and/or filtration and/or abatement of fumes and/or odours for the non-residential uses has been submitted to and approved in writing by the Local Planning Authority. No development shall commence until the approved schemes have been implemented in full and subject to a programme of maintenance and retained thereafter.

(Reason -To minimise disturbance to adjoining residents in accordance with Policy NE/16 of the adopted Local Development Framework 2007.)

18. Prior to the commencement of development, with the exception of below ground works, details of the mechanical ventilation and odour filtration system for the purpose of extraction and filtration odours associated with the wastewater treatment works, shall be submitted to and approved in writing by the Local Planning Authority. The details shall include location of air intake and outlet points, specifications and drawings (including location plans) for the odour control technology to be installed, and an Odour Management Plan for the building, which should incorporate full details of the maintenance and repair requirements for the odour control system. The extraction/filtration and odour control scheme shall be installed in accordance with the approved scheme before the use hereby permitted is commenced and shall thereafter be retained as such.

(Reason -To minimise disturbance to adjoining residents in accordance with Policy NE/16 of the adopted Local Development Framework 2007.)

19. No development approved by this permission shall be commenced until:

a) The application site has been subject to a detailed scheme for the investigation and recording of contamination and remediation objectives have been determined through risk assessment and agreed in writing by the Local Planning Authority.

b) Detailed proposals for the removal, containment or otherwise rendering harmless any contamination (the Remediation method statement) have been submitted to and approved in writing by the Local Planning Authority.

c) The works specified in the remediation method statement have been completed, and a validation report submitted to and approved in writing by the Local Planning Authority, in accordance with the approved scheme.

d) If, during remediation works, any contamination is identified that has not been considered in the remediation method statement, then remediation proposals for this contamination should be agreed 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 minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy DP/1 of the adopted Local Development Framework 2007).

20. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved. (Reason- To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in accordance with Policy DP/1 of the adopted Local Development Framework 2007 and the National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3).

21. No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:

1. A Preliminary Risk Assessment (PRA) including a Conceptual Site Model (CSM) of the site indicating potential sources, pathways and receptors, including those off site.

2. The results of a site investigation based on (1) and a detailed risk assessment, including a revised CSM.

3. Based on the risk assessment in (2) an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. The strategy shall include a plan providing details of how the remediation works shall be judged to be complete and arrangements for contingency actions. The plan shall also detail a long term monitoring and maintenance plan as necessary.

No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the remediation strategy in (3) shall be submitted to and approved, in writing, by the Local Planning Authority. The long term monitoring and maintenance plan in (3) shall be updated and be implemented as approved.

(Reason- To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in accordance with Policy DP/1 of the adopted Local Development Framework 2007 and the National Planning Policy Framework (NPPF),

paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3).

- 22 Prior to the commencement of any development, a scheme for the provision, implementation and maintenance of surface water and foul water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved plans prior to the occupation of any part of the development.

(Reason - To ensure a satisfactory method of surface water and foul drainage, to prevent the increased risk of flooding and reduce the risk of pollution to water environment in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)

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

a) Include details of the volumes and types of material proposed to be imported or reused on site.

b) Include details of the proposed source(s) of the imported or reused material

c) Include an inspection and sampling strategy for the testing of excavation formations;

d) Include a stockpile validation strategy

e) Include details of the chemical testing to be undertaken before placement of material onto the site.

f) Include details of arisings processing

g) Include a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in a) to g) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action; and, confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development. All

works will be undertaken in accordance with the approved document.

(Reason- To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in accordance with Policy DP/1 of the adopted Local Development Framework 2007 and the National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3).

- 24 Using penetrative piling methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

(Reason- To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in

accordance with Policy DP/1 of the adopted Local Development Framework 2007 and the National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3).

25. Unless otherwise agreed in writing by the local planning authority, a Waste Management & Minimisation Strategy (WMMS), including the completed RECAP Waste Management Design Guide Toolkit and supporting reference material, addressing the management of municipal waste generation during the occupation stage of the development shall be submitted. No development shall take place until the strategy has been approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

The Waste Management & Minimisation Strategy (WMMS) must demonstrate how waste will be managed in accordance with the requirements of the RECAP Waste Management Design Guide Supplementary Planning Supplementary Planning Document 2012 and the principles of the waste hierarchy, thereby maximising waste prevention, re-use and recycling from domestic households and commercial properties and contributing to sustainable development. The WMMS should include:

- i. A completed RECAP Waste Management Design Guide Toolkit and supporting reference material
- ii. A detailed Waste Audit to include anticipated waste type, source, volume, weight etc. of municipal waste generation during the occupation stage of the development
- iii. Proposals for the management of municipal waste generated during the occupation stage of the development, to include the design and provision of permanent facilities e.g. internal and external segregation and storage of recyclables, non-recyclables and compostable materials; access to storage and collection points by users and waste collection vehicles
- iv. Arrangements for the provision, on-site storage, delivery and installation of waste containers prior to occupation of any dwelling
- v. Proposals for the design and provision of temporary community recycling (bring) facilities, including installation, ownership, on-going management and maintenance arrangements
- vi. Arrangements for the efficient and effective integration of proposals into waste and recycling collection services provided by the Waste Collection Authority
- vii. A timetable for implementing all proposals
- viii. Provision for monitoring the implementation of all proposals

The approved facilities shall be provided prior to the occupation, use or opening for business of any building that will be used for residential, commercial or employment purposes and shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

(Reason - To ensure that waste is managed sustainably during the occupation of the development in accordance with Policy P1/3 of the Cambridgeshire and Peterborough Structure Plan (2003).

26. Prior to commencement of development (including any pre-construction, demolition or enabling works) pursuant to this outline permission, a site wide Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority.

The Construction Environmental Management Plan shall include:

a. Contractors access arrangements for vehicles, plant and personnel including the location of construction traffic routes to and from the site, details of their signing, monitoring and enforcement measures

b. Details of Haul Roads within the site

c. A plan specifying the area and siting of land to be provided for parking, turning, loading and unloading of all vehicles visiting the site and siting of the contractors compound during the construction phase to be agreed on phase basis

d. Delivery times for construction purposes

e. Dust management and wheel washing measures

f. Noise and vibration impact assessment method, monitoring and recording statements in accordance with provisions of BS 5228:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Parts 1 - Noise and 2 - Vibration

g. Concrete crusher if required or alternative procedure

h. Details of odour control systems including maintenance and manufacture specifications along with any service schedules that need to be adhered too

i. Maximum noise and mitigation levels for construction equipment, plant and vehicles

j. Site lighting

k. Screening and hoarding details

- l. Access and protection arrangements around the site for pedestrians, cyclists and other road users
- m. Procedures for interference with public highways
- n. External safety and information signing notices
- o. Liaison, consultation and publicity arrangements, including dedicated points of contact
- p. Complaints procedures, including complaints response procedures
- q. Membership of the considerate contractors scheme

All development shall take place in accordance with the approved Construction Management Plan unless formally agreed in writing with the Local Planning Authority.

The CEMP shall be implemented in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

Construction and demolition works shall be limited to 0800 hours to 1800 hours Monday to Friday and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless agreed in writing by the local planning authority or in accordance with agreed emergency procedures for deviation.

Deliveries and collections for demolition and construction purposes shall only be carried out between 0800 hours to 1800 hours Monday to Friday, 0800 hours to 1300 hours on Saturdays and at no time on Sundays, bank or public holidays, unless otherwise agreed in writing by the local planning authority in advance.

(Reason – To protect the amenities of nearby residential properties in accordance with Policies NE/15, NE/16 and DP/6 of the adopted Local Development Framework 2007).

27. No development shall take place, with the exception of underground enabling works, until a Car Parking Management Plan detailing the allocation of parking spaces and details for the future control and monitoring of parking for the office and retail scheme within the car park has been submitted to and approved by the Local Planning Authority. The development shall be carried out thereafter in accordance with the approved details Car Parking Management Plan. (Reason – To ensure that parking management of the site in the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

28. No occupation shall take place until a scheme for the provision and location of fire hydrants to serve the development to a standard recommended by the Cambridgeshire Fire and Rescue Service has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved scheme has been implemented.
(Reason - To ensure an adequate water supply is available for emergency use.)
29. Prior to commencement of works, with the exception of below ground works, on the development, a comprehensive EV Charging Plan should be submitted to and approved in writing by the Local Planning Authority. The Plan should include the details of the number, location, installation and management of EV charging points having regard to parking associated with various planning class uses and the provision of cabling infrastructure. Prior to occupation of the development, the evidence of the implemented charging points should be submitted to and approved in writing by the LPA.
(Reason-In the interest of reducing carbon dioxide emissions, in accordance with Policies NE/1, NE/2 and NE/3 of the adopted Local Development Framework 2007.)
30. Prior to commencement of works on the development, with the exception of below ground works, details of the boilers shall be submitted to the local planning authority for approval. Prior to occupation of the development and following installation, emissions certificates shall be provided to the council to verify CHP and boiler emissions and the manufacturers NOx emission test certificate or other evidence to demonstrate that every installed boiler meets the approved emissions standard shall be submitted to and approved in writing by the Local Planning Authority.
(Reason: In the interest of reducing nitrogen dioxide and particulate matter emissions in accordance with Policy NE/16 of the adopted Local Development Framework 2007 and the National Planning Policy Framework.
31. Prior to occupation of the building, a scheme for the delivery of public art will be submitted to the Local Planning Authority for approval. The approved scheme shall be fully implemented prior to the bringing into use of the approved development.
(Reason- In the interests of high quality design in accordance with Policy SF/6 of the adopted Local Development Framework 2007.)
32. There shall be no tables and chairs sited outside of the front of the office and retail units within the cycle and pedestrian route.
(Reason - To avoid obstruction of the pedestrian and cycle way and in the interests of highway safety and convenience in accordance with Policy TR/2 of the adopted Local Development Framework 2007.)

33. Notwithstanding the details shown on the approved plans, full details of cycle parking provision to be made for office and retail staff and visitors shall be submitted to and approved by the Local Planning Authority prior to the commencement of the installation of any cycle parking facilities.
(Reason - To ensure adequate provision of cycle facilities in accordance with Policy TR/2 of the adopted Local Development Framework 2007.)
34. Prior to occupation of the development, plans to show the location and specification of off-gauge bicycle parking spaces to be provided within the site shall be submitted to and approved by the Local Planning Authority. The agreed off-gauge cycle parking details shall be fully constructed and finished prior to occupation. (Reason: In the interests of sustainable travel in accordance with Policy DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the adopted Local Development Framework 2007).
35. No development shall take place until full details of the proposed cycle route to the north of the office including its alignment, surfacing materials and associated flush and dropped kerbs have been submitted to, and approved in writing by, the Local Planning Authority.
(Reason - In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
36. Prior to the first occupation of the approved development a detailed signage strategy shall be submitted to and approved in writing by the Local Planning Authority. This strategy shall detail the use of directional and wayfinding signs to link the site to the wider area. Signage on site shall be constructed in accordance with the approved details. The signage scheme shall be implemented prior to the bringing into use of the approved development.
(Reason: To provide attractive, direct and safe walking and cycling routes from the development to the wider area in accordance with Policies DP/1, DP/2 and DP/3 of the adopted Local Development Framework 2007.)
37. Within six months of the occupation of the approved development, a full Travel Plan shall be 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 in accordance with Policies TR/1 and TR/2 of the adopted Local Development Framework 2007)

38. The development hereby permitted shall be carried out in accordance with the following approved plans:

Site Plans:

A01-02 Rev 02

A01-03 Rev 02

Diagrams:

A11-00 Rev 02

A11-01 Rev 02

A11-02 Rev 03

A20-NE Rev03

A20-EE Rev03

A20-WE Rev 03

A20-FE Rev03

A21-AA+ BB Rev03

A30-01 Rev 02

A30-02 Rev 02

A30-03 Rev 02

A30-04 Rev 02

630_02(CD)101 Rev P1

630_02(DP) 100 Rev P3

630_02(DP)101 Rev P3

630_02(MP)100 Rev P5

630_02(MP)101 Rev P5

630_02(MP)102 Rev P3

630_02(MP)103 Rev P3

630_02(SC)100 Rev P3

630_02(SC)101 Rev P3

630_02 (SC) 102 Rev P2

MMD-318305-C-DR-03-XX-3255 rev P2

Other Documents:

Surface and Foul Water Drainage Strategy June 2017
(318305/BNI/AR/CHG)

Transport Assessment 30 June 2017 (318305/TA01/C)

Transport Assessment Addendum September 2017(318305/TA03/A)

Framework Travel Plan 29 June 2017

Framework Construction Traffic Management Plan 29 June 2017

Transport Technical Note- Cycle Parking Provision November 2017

Transport Technical Note- Accessible Car Parking Provision November 2017
Air Quality Assessment 30 June 2017
Odour Assessment 247323-00 29 June 2017
Utilities Summary by NOVEUS
Archaeological Watching Brief And Test Pit Evaluation Report OAE Report No. 1401 April 2015
Archaeological Desk Based Assessment OAE Report No. 1353 April 2015
Letter from Oxford Archaeology East May 2017
Health Impact Assessment December 2017
Noise Assessment 30 June 2017
Noise Assessment Addendum August 2017
Phase 1 Geotechnical and Geo-environmental Preliminary Risk Assessment June 2017
Drainage Technical Note November 2017
Planning and Consultation Statement
Ecological Impact and Enhancement Statement December 2017
Design and Access Statement 30 June 2017
Design and Access Statement Addendum 1 September 2017
Design and Access Statement Addendum December 2017
Sustainability and Renewable Energy Statement December 2017
Ventilation Report 23 June 2017
Landscape Design Statement 630.02(RP) 003 December 2017
Townscape View Analysis June 2017
Updated Townscale View Analysis – Updated and Amended September 2017

(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.)

Informatives:

Below Ground Works

Below ground works for the purpose of the above conditions is defined as earth movement and site preparation.

This is because below ground works will not prejudice the discharge of conditions worded as ‘Prior to commencement of works on the development, with the exception of below ground works.’

Road Traffic Noise Insulation Scheme:

To satisfy the noise insulation scheme condition for the office building envelope and traffic noise, the developer must ensure that the floorspace within the office are acoustically protected by a noise insulation scheme, which complies with the internal noise levels set out within British Standard 8233:2014 “Sound Insulation and noise reduction for buildings-Code of Practice” derived from the World Health Organisation Guidelines for

Community Noise: 2000. Where sound insulation requirements preclude the opening of windows for rapid ventilation and thermal comfort / summer cooling, acoustically treated mechanical ventilation or passive attenuated free areas may also need to be considered within the context of this internal design noise criteria. Compliance with Building Regulations Approved Document F 2006: Ventilation will also need consideration.

General Noise Impact Informative:

Any noise / vibration assessment and or noise insulation scheme required should have due regard to current government / industry standards, best practice and guidance and South Cambridgeshire District Council's Supplementary Planning Document - "District Design Guide: High Quality and Sustainable Development in South Cambridgeshire", Adopted March 2010: Chapter 10 - Environmental Health & in particular Appendix 6: Noise" downloadable from:

<http://www.scams.gov.uk/content/district-design-guide-spd>

Commercial Use Noise informative:

To satisfy the Commercial Use Operational Noise Impact/Insulation condition, the noise level from all powered plant, vents and equipment, associated with this application that may operate collectively and having regard to a worst case operational scenario (operating under full power / load), should not raise the existing lowest representative background level dB LA90,1hr (L90) during the day between 0700 to 2300 hrs over any 1 hour period and the existing lowest background level dB LA90, 15mins (L90) during night time between 2300 to 0700 hrs over any one 15 minute period by more than 3 dB(A) respectively (i.e. the rating level of the plant needs to match or be below the existing background level), at the boundary of the premises subject to this application (or if not practicable at a measurement reference position / or positions in agreement with the LPA) and having particular regard to noise sensitive premises. The appropriate correction factors need to be applied to any characteristic acoustic features in accordance with BS4142 2014.

This is to guard against any creeping background noise in the area and to protect the amenity of the area, preventing unreasonable noise disturbance to other premises.

To demonstrate this requirement it is recommended that the agent/applicant submits a noise prediction survey/report in accordance with the principles of BS4142: 2014 "Method for rating industrial noise affecting mixed residential and industrial areas" or similar. In addition to validate /verify any measured noise rating levels, noise levels should be collectively predicted at the boundary of the site having regard to neighbouring residential premises.

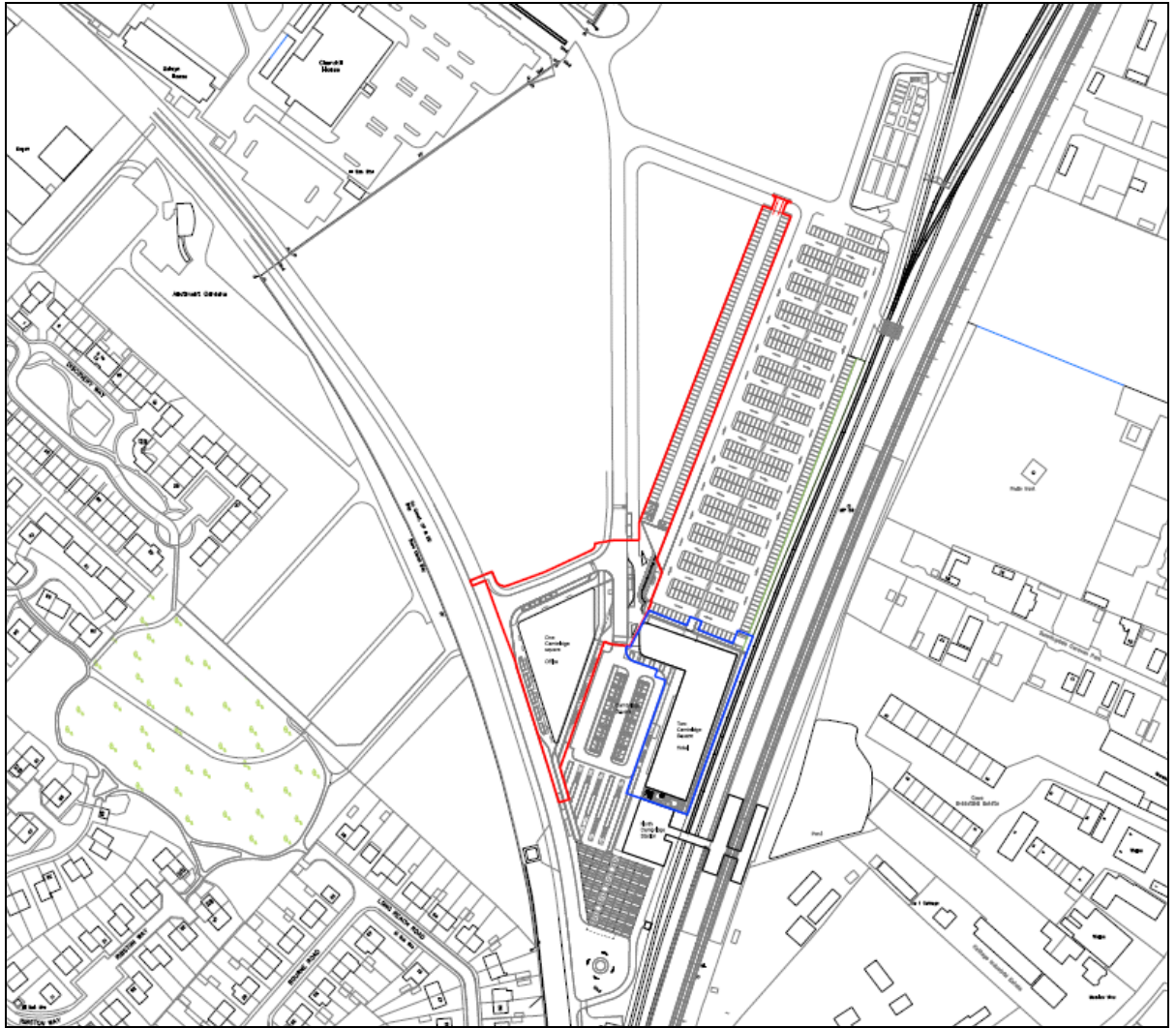
Such a survey / report should include: a large scale plan of the site in relation to neighbouring noise sensitive premises; with noise sources and measurement / prediction points marked on plan; a list of noise sources; details of proposed noise sources / type of plant such as: number, location, sound power levels, noise frequency spectrums, noise directionality of plant,

noise levels from duct intake or discharge points; details of noise mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full noise calculation procedures; noise levels at a representative sample of noise sensitive locations (background L90) and hours of operation. Any report shall include raw measurement data so that conclusions may be thoroughly evaluated and calculations checked. Any ventilation system with associated ducting should have anti vibration mountings.

General Informative:

The applicant should contact the Environmental Health and Licensing Team, South Cambridgeshire District Council, for advice concerning the proposed premises design/layout, Food and Occupational Safety/Welfare Regulations/requirements, Food Premises Registration and Licensing, Tel No: 01954 713111. Due regard should be given to the South Cambridgeshire District Council Supplementary Planning Document - "District Design Guide: High Quality and Sustainable Development in South Cambridgeshire", Adopted March 2010: Chapter 10- Environmental Health & associated appendices <http://www.scambs.gov.uk/content/district-design-guide-spd>

APPENDIX 1-LOCATION PLAN



APPENDIX 2- QUALITY PANEL MINUTES

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CAMBRIDGESHIRE QUALITY PANEL

REPORT OF PANEL MEETING

Scheme: CB4 Station Area, Phase 1a – Hotel, Office and Retail Development

Date: Monday 10th April, 2017

Venue: Room 128, Shire Hall, Cambridgeshire County Council, CB3 0AP

Time: 09:30 – 12:30

Quality Panel Members

Robin Nicholson – Chair

David Prichard

Meredith Bowles

Luke Engleback

Lynne Sullivan

David Taylor

Panel secretariat and support

Alokiir Ajang – Cambridgeshire County Council

Local Authority Attendees

Elizabeth Moon – Urban Design Consultant, South Cambridgeshire District Council

Katie Christodoulides – Senior Planning Officer, South Cambridgeshire District Council

Applicant and Representatives

Alison Wright - Bidwells

Neil Waterson - Bidwells

Michael Richter - Formation Architects

John Drew - Perkins + Will

Robert Myers - Robert Myers Associates

Andrew Rawlings - Mott MacDonald

Ivan Bennett - Brookgate Land Limited

1. Scheme description and presentation

Architect/Designer Formation Architects and Perkins + Will

Applicant Brookgate Land Limited

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Planning status Pre-determination stage



2. Overview

The site sits within the administrative area of South Cambridgeshire District Council and forms a part of the Cambridge Northern Fringe East area. The Cambridge North railway station is due to open in May 2017 and it will be a catalyst for the area and the surrounding developments coming forward.

The first phase to be delivered and presented to the Quality Panel is Station Square which comprises of plots 1 and 2 and are proposed for hotel (plot 1), office (plot 2) with supplementary retail and café/restaurant development. The Panel previously reviewed the the scheme on 8th February 2017 and made a number of recommendations. These included the following:

- Explore opportunities to promote well-being, related to the public space and internal routes in both buildings.
- Establish an overall statement for climate ambition. The development should aim to achieve near-zero carbon.
- The Panel questioned the building edges in relation to the coherence and functioning of the public space.
- Spatially and functionally, it is important that the square and its ground floor uses are integrated and welcome the wider public.
- The spaces and uses in the square are poorly resolved, there is an opportunity to be more creative to ensure long-term value.
- A strong sense of place is required, establishing a new civic character.
- The landscaping is important to the character of the architecture within the scheme, the Panel suggest looking at this holistically, exploring planting along with building massing.
- Consider air quality in the public space: cars and smokers.
- Consider effective shading to building facades where appropriate.

3. Cambridgeshire Quality Panel views

Introduction

The Panel's advice reflects the issues associated with each of the four 'C's' in the Cambridgeshire Quality Charter. The comments below include both those raised in the open session of the meeting and those from the closed session discussions.

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Community

The Panel felt there was a great improvement since the last meeting and the applicant explained how they were looking into creating community gardens to encourage social cohesion and ownership.

The Panel were anxious about opportunities for anti-social behaviour in the pocket park garden and wondered how this could be overlooked; they recommended looking at ways to make it more active and potentially having railings to close it at night.

Health and well-being was discussed and the applicant explained how there is the opportunity for "wild bits" within the site. The Panel asked what was planned to happen on the square and commented that there is a need to consider creative ways to integrate health and well-being. The Panel suggested further greening of the disabled parking area and increasing the tree cover in the square, since markets can happen under trees.

The Panel asked about the location of community and other amenities and whether this will be included in the masterplan. The Panel commented that the shops within the scheme were likely to be extremely successful.

Connectivity

The Panel understood the challenges posed by the station and circulation pattern and they appreciated the applicant's efforts to deal with the consequences.

The conflicting movement in the square was starting to be addressed but there is a need to further address potential conflicts in the public square and to anticipate the movement of other users in this space.

There are two main cycle routes – a visitor cycle route through the square and a fast cycle route; the applicant explained how the bike park is within the red line of the application but outside the station lease. The applicant described how they want the shared public space to encourage people to slow down and if they want to go faster there is the option to use the west route. The Panel supported the idea that cyclists have the choice to do their own thing but recommended a more detailed analysis of the cycle routes to see if it would be beneficial to explore other routes through the scheme such as, through the car-park.

The Panel questioned the positioning of the strategic route along the guided busway and they felt the cycle store should be accommodated within the office building.

The Panel was pleased that the car provision was 50% of the average provision but asked whether the applicant had considered making it multi-storey later.

People will cycle over the disabled area, so there is a need for better control over the square and arrival space.

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Character

The applicant was inspired at the previous meeting by the Panel's recommendation regarding the landscape and subsequently they have incorporated additional tree planting in the square and rain gardens along the road.

There is no longer a seating area outside the hotel and the applicant said they intend to create an "urban forest" within this open space however, the Panel were anxious about the pocket park/ urban forest as this space could potentially become untidy and unused.

The Panel felt the massing had been addressed and it was commented that the hotel design was starting to show real promise although the ground floor canopy was a bit mean and could refer to the station design. Furthermore they suggested that a hotel bar on the top floor could enjoy the great views east towards Fen Ditton.

At the last meeting the applicant agreed with the Panel that the office building needs more of a "top" to strengthen the character of the elevation. In response, an extra floor has been added to the design for completeness, to act as a "chandelier" to the top and a projecting overhang. The Panel supported both these but felt that the hotel did not need a similar projecting overhang.

The Panel would like to see the west elevation and warned of the potential for overheating – the applicant said they are happy to provide this.

In regards to materiality, the Panel felt that great progression had been made to transform the buildings into something that feels solid and has presence. The details will be essential to the success of the design, for example the quality of the brickwork and the hotel window reveals. So it is critical to include as much detail as possible into the planning application and the approval.

Climate

The applicant discussed their ambitions to go beyond BREEAM excellence and how they were looking at natural ventilation systems. The hotel will have photovoltaics (PVs) above the green roof.

The applicant described the complicated triangular shaped site for the office building and how they have sliced off the corner of the office to allow the space for a glass canopy with PVs. However the Panel felt the glazed wall above the office entrance was rather weak.

The Panel were pleased to see that the trees were no longer confined and a stronger arrangement of trees was presented. The Panel suggested mitigating some of the heat through careful tree positioning – Ostrya Zelkova tree could be an option as it has a good leaf mass index which is important.

The Panel recommended looking at precedent by living roof experts such as Dusty Gedge or Gary Grant.



The Panel encourages as much greenery in the scheme as possible – there is scope to introduce this into the centre island with the disabled bays as a means to reduce urban heating in a south-facing square and to mitigate pollution at exhaust level.

4. Conclusion

The Panel thanked the applicant for coming back to the Quality Panel however, there are still concerns about traffic and movement and queried how the masterplan has evolved and who is in control. The Panel asked whether the applicant can really deliver the quality intended and noted that it would have been useful to have seen the scheme in the context of the wider masterplan.

The Panel made the following recommendations, further details can be found above:

- The Panel questioned whether the hotel canopy could be more meaningful if it referred to the station design.
- The Panel were concerned about the complexity of the loading bay, cycle area next to the Guided Busway and the cycle storage - consider alternative positioning.
- There is a concern about potential overheating on the western elevation, the Panel are interested to see what the solution will be.
- The lit roof projection works well on the office but the hotel does not need it.
- The Panel applauded the use of living roofs and suggested the applicant to consider an alternative tree species to Birch.
- There is an opportunity to green the whole square to make this space more comfortable. The Panel recommended looking at precedent by living roof experts.

There is a need to protect the building in the Planning Application to ensure the applicant's ambition is the building that is delivered. It was noted it will be a challenge for the Local Authority to lock in the detail.

It is important that the design standard is set high to show future phases what is expected and then delivered; the Panel is concerned that the material reality of CB1 is not as shown on the CGIs.

After the meeting the Panel realised they had not discussed the east elevation of the hotel and felt it should be more like the west elevation. They then wondered whether the office could slide slightly further north to widen the pavement for pedestrians. And subsequently one member asked whether there was a way that the rounded southern nose of the office could be used as a good place to meet.

APPENDIX 3- VISUALS OF THE PROPOSED SCHEME

VIEW FROM STATION SQUARE



VIEW FROM MILTON AVENUE



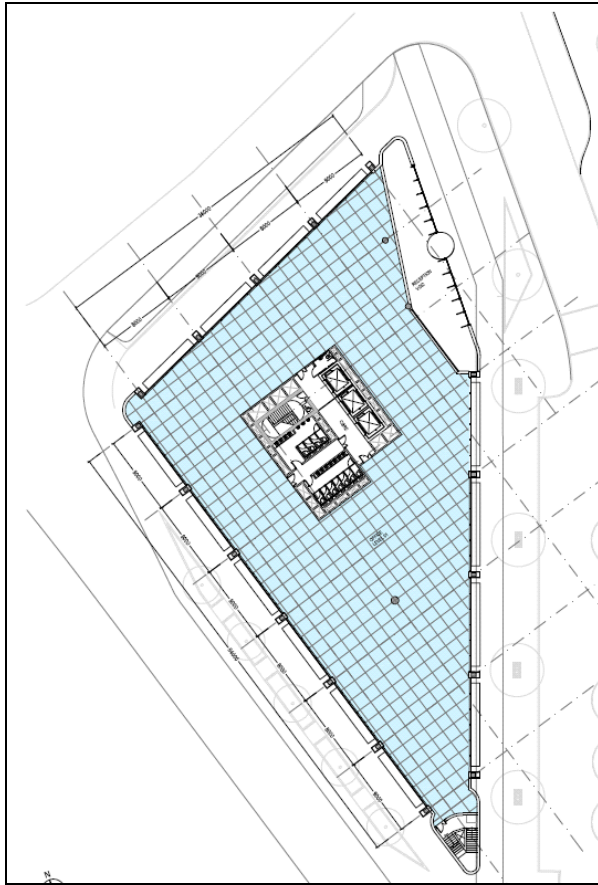
VIEW FROM GUIDED BUSWAY



GROUND FLOOR PLAN



FIRST FLOOR PLAN



DESIGN APPROACH TO HEIGHT AND MASSING

