

JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Joint Director of Planning and Economic Development

Date: 15 November 2017

Application Number	S/2372/17/FL	Agenda Item	
Date Received	4 th July 2017	Officer	Katie Christodoulides
Target Date	27 November 2017 (Extension of time agreed)		
Parish	Milton		
Site	Land adjacent to Cambridge North Station, Milton Avenue, Cambridge		
Proposal	Erection of 217-bed hotel with ancillary ground floor retail (Use Class A1/A3) floor space, associated landscaping and public realm improvements and a 20 space car park		
Applicant	Brookgate Land Limited		
Recommendation	Approval		
Application Type	Major	Departure:	Yes

The above applications have 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	<p>The proposed development on the site is considered in principle to be acceptable.</p> <p>This scheme complies with the general vision and development objectives of successful regeneration of the Cambridge Northern Fringe East area; modern commercial business needs and buildings, sustainable urban living, opportunities to create a well-connected and vibrant place and opportunities to enhance the environmental assets.</p> <p>The design and appearance of the proposed hotel is appropriate for the context and will make a positive contribution to the character and appearance of the area, creating attractive, high quality spaces.</p> <p>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.</p> <p>The development achieves an appropriate level of car and cycle parking.</p>
RECOMMENDATION	APPROVAL SUBJECT TO CONDITIONS

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 an irregular 'L' shape, measuring 0.79 hectares in area and is bound to the south by the Cambridge North Station, to the east by the railway line, to the north by the Station car park and to the west by the Station Square. Access to the site is by the new station access road, Milton Avenue which links the Station with Cowley Road to the north. 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 217 bedroom, 4 star hotel with hotel lobby bar and restaurant (713m²), ancillary ground floor retail use (160m²), a gym and swimming pool (363m²) and conference centre (525 m²) at first floor with associated landscaping, public realm improvements and a 20 space car park.
- 2.2 The application has been subject to pre-application discussions with officers. Comprehensive comments on the emerging scheme were provided and the applicant and their design team have largely amended their proposals to respond to the issues and suggestions made by officers.
- 2.3 The application is accompanied by the following supporting information:
 1. Design and Access Statement
 2. Planning and Consultation Statement
 3. Archaeological Watching Brief and Test Pit Evaluation Report
 4. Noise Assessment
 5. Ecological Impact and Ecological Statement
 6. Transport Assessment
 7. Framework Travel Plan
 8. Landscape Design Statement
 9. Construction Traffic Management Plan
 10. Surface and Foul Water Drainage Strategy
 11. Ventilation Statement
 12. Sustainability Statement

- 13. Phase 1 Geotechnical and Geo-environmental Preliminary Risk Assessment
- 14. Health Impact Assessment
- 15. Utilities Statement
- 16. Odour Assessment
- 17. Air Quality Assessment

2.4 Amended plans and documents comprising of tree details, landscaping, a drainage update, elevation update, further townscape view, noise assessment addendum, ecology details and amendment to transport details were received on 4 September 2017.

3.0 RELEVANT SITE HISTORY

3.1 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).

3.2 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).

3.3 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 Plan 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** - The overall approach to the built form and layout is considered appropriate for this location, and the application is broadly acceptable in design terms. Requests information on public art, signage and design of the canopies.

Comments on amended application

No objections to the proposal subject to conditions in regard to samples of materials, brickwork details, doors and window details, balustrade details, coping details, masonry, entrance canopies, lighting and solar panels.

- 6.2 **Ecology Officer**- Requests the following issues to be resolved before determination, there are inconsistencies between the agreed ecological enhancements for the station and this proposal, consideration of removal of loose earth on the green and brown roofs to reduce exposure to wind and scrub fringe/ivy should be included in the scheme.

Comments on amended application

Broadly accepting of response to previous comments. Comments that there is a need to establish where nesting and roosting boxes are to be placed within the building, requests pre-commencement condition for mitigation area to be retained in a suitable location, clarification of planting scheme to rely less on ornamental species to more on native species, and secure 15 year period of monitoring and management for habitats.

- 6.3 **Landscape Officer**– Requests conditions in regard to hard and soft landscaping, tree pit details, green roof details and additional information is provided in regard to the temporary car park. Requests additional information in terms of a photomontage and view point analysis from Ditton Meadows of the proposal, clarification on the red line boundary and more information on the temporary car park.

Comments on amended application

The development proposal is acceptable subject to conditions in regard to hard and soft landscaping, tree pit details and green roof full details. The hotel building will be visible from the southern aspects of Ditton Meadows as shown in View 12. Visibility is high but the overall impact is reasonably low and causes minimal harm to the setting of Ditton Meadows.

- 6.4 **Environmental Health**– Raises concerns regarding the reflection of noise and impact on nearby neighbours. Requests detailed modelling will be required to demonstrate concerns regarding reflections and additional traffic have been adequately assessed and any adverse impacts fully addressed. Notwithstanding this comment, conditions are recommended in regard to construction environmental management plan, odour, lighting, renewable energy strategy and waste management.

Comments on amended application

Having considered the Noise Assessment Addendum, the information is sufficient to demonstrate the adverse effects from noise will either be negligible or remain unchanged by nearby receptors.

Having considered the issues of noise and dust, the proposed buildings are capable of being development with a satisfactory level of amenity provided. The impact from dust deposition at parts of the car park will occur but will on an occasional basis.

- 6.5 **Environmental Health (Contamination)** – 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.

Comments on amended application

Previous comments as before.

- 6.6 **Air Quality Officer**- The Air Quality Assessment and Transport Assessment have been reviewed and there are no objections to the proposed development on the basis of impacts to or from air quality. Requests the addition of conditions in regard to electric vehicle charging, low NOx boilers and Combined Heat and Power for heating and hot water.

- 6.7 **Sustainability Officer**– The proposal is acceptable subject to conditions in regard to design stage certification, post construction certification, renewable and low carbon energy implementation. Requests additional information is provided in terms of revised elevation materials to show the vertically hung photovoltaic panels to the plant screen.

Comments on amended application

The elevation drawing now shows the location of the photovoltaic panels which are to be fixed to the plant screen at roof level. This approach is supported.

6.8 **Traveller Liaison Officer-** No comments received

6.9 **EXTERNAL CONSULTATIONS**

The views of the consultees are summarised as follows:

6.10 **Cambridgeshire County Council (Transport Assessment Team)** - Requests a holding objection until further information is submitted to address outstanding issues.

Comments on amended application

Objects to the proposal until further details are provided for the distribution and assignment, junction modelling and details of mitigation for Milton Road to accommodate the impacts of this development have been provided.

Recommends approval subject to details in regard to mitigation for a new bridge over the First Public Drain to improve north and south links along Cowley Road, and a new footway from Cowley Road Business Park.

6.11 **Cambridgeshire County Council (Lead Highways Development Management Engineer)** - The proposal creates a risk and hazard that falls outside those that would normally be encountered by users of the highway. The ground floor bar and restaurant seek external tables and chairs, which would obstruct the passage of pedestrians and cyclists within the shared space of the station square.

Comments on amended application

Previous concerns and comments still apply. Unless enforcement for the safe and convenient use of the pedestrian and cycle routes by the landowner is effective, movement of the public will be adversely impacted.

6.12 **Cambridgeshire County Council (Archaeology)** – No objection to the proposed development and would not consider archaeological works to be necessary in connection with this application.

6.13 **Lead Local Flood Authority** – Objects the proposal on the grounds of no demonstration that the existing agreed impermeable area will be able to manage the proposed surface water drainage of the scheme and how surface water will be managed for land to the south of the car park.

Comments on amended application

No evidence regarding the legal agreement has been provided, with no reassurance the existing drainage within the Cambridge North Station will be retained and maintained. The 1 in 100 plus 40% climate change event will result in some flooding in the Cambridge North Station boundary. The addition of the hotel and office into the existing drainage system will result in a system at capacity. The concerns relate to the long-term maintenance and liabilities associated with flooding, subject to a condition ensuring the attenuation will exist and be maintained for the lifetime of the development then there are no objections.

6.14 **Cambridgeshire County Council Minerals and Waste Officer-** Requests that a dust assessment and consideration of the Tarmac railhead which is subject of the Transport Safeguarding Zone

Comments on amended application

The proposed buildings are capable of being developed with a satisfactory level of amenity provided. Due to the location of the two identified potential sources, they are unlikely to result in a cumulative impact at the proposed car park as deposition will occur downwind of their sites. The effects of noise can be mitigated against by the use of good acoustic design.

6.15 Cambridge City Council as An adjoining LPA:

- 6.16 Urban Design Officer** - suggests conditions in regard to material samples, sample panel, roof details, window and glazing and requests further information on the northern elevation of the hotel and its appearance and drop off spaces for the hotel outside the entrance.

Comments on amended application

Concerns have been resolved in terms of location of the drop off spaces and back of house arrangements.

- 6.17 Cambridge City Council Planning Policy Officer-** No objections.

- 6.18 Cycling and Walking Officer**– The proposed is unacceptable and should be refused as there is no continuous route from the development along Cowley Road as a footway is missing on the north east side of Cowley Road. There appears to be no cycle parking for visitors or the staff of the retail unit. Cycle parking for the hotel staff is not conveniently located with no direct access into the building. Broxap powder coated racks should not be used.

Comments on amended application

6.39 The proposal is still unacceptable as there is no continuous pedestrian route from this development along Cowley Road. The pedestrian route will be constrained by table and chairs, making it difficult for pedestrians. Concerns raised regarding cycle parking for visitors, the location of staff cycle parking and proposed rack design.

- 6.19 Drainage Officer** – The development proposal is unacceptable. The proposals increase flood risk due to no attenuation being provided for the hotel which will compromise the surface water drainage strategy for the station.

Comments on amended application

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

- 6.20 Accessibility Officer-** Supports the disability panel comments. Recommends that the proposal meets BS8300, leisure, fitness machines, changing rooms and the swimming pool should meet Sport England Access Guidance and the entrance revolving door should be powered. Recommends that the proposal should have a fire fighting and excavation lift.

- 6.21 **Cambridgeshire Constabulary (Architectural Liaison Officer)** – Requests a condition for external lighting.

Comments on amended application

Previous comments still stand.

- 6.22 **Historic England**– Considers that the proposed development would harm the significance of the Fen Ditton Conservation Area, including Stourbridge Common and the relationship between Cambridge and the surrounding countryside.

Comments on amended application

Previous recommendation still stands. Objects to the proposal on the harm to the Fen Ditton Conservation Area, including Stourbridge Common and the relationship between Cambridge and the surrounding countryside.

- 6.23 **Natural England** - No objections.

Comments on amended application

No comments to make on the application.

- 6.24 **Cambridgeshire Fire and Rescue Service** – Adequate provision should be made for fire hydrants by way of Section 106 Agreement or planning condition.

- 6.25 **Environment Agency**– No objection in principle and comments that the site is underlain by Gault Formation (Mudstone) of the Selborne Group which is considered as unproductive strata due to the high clay content and low permeability. The majority of the site is overlain by River Terrace deposits, considered as a secondary aquifer. There is the potential for pollutant linkages and further investigation is required. Requests conditions in regard to groundwater and contamination, historic contamination, surface water scheme, no use of penetrative methods, materials management plan and informatives in terms of surface water drainage, foul water drainage and pollution prevention.

Comments on amended application

No further comment to add to the previous response.

- 6.26 **Wildlife Trust**– No comments received.

- 6.27 **Anglian Water**– Requests a condition in regard to foul water strategy and informatives in regard to trade effluent.

- 6.28 **Highways England**- Offers no objection.

Comments on amended application

Previous recommendation remains.

- 6.29 **Council for British Archaeology**- No comments received.

- 6.30 **Cambridge Cycling Campaign**- Objects to the proposal as it suggests cyclists would need to dismount on the cycle way. The proposed cycle store is too small and cramped.

- 6.31 **Cambridge Guided Busway**- No comments received.
- 6.32 **Bramblefields LNR Friends Group** -No comments received.
- 6.33 **Nuttfild Road Allotments**- No comments received.
- 6.34 **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.
- 6.35 **Cambridge Airport**- No comments received.

7.0 PARISH COUNCIL AND NEIGHBOUR REPRESENTATIONS

- 7.1 **Milton Parish Council** – No recommendation and no further comment.
Previous comments of no recommendation and comments that the design of the hotel appears overbearing and landscaping should be adequate to soften the appearance of the hotel.

7.2 Comments on amended application

No recommendation and no further comment.

- 7.3 **Fen Ditton Parish Council (neighbouring parish)** – Broadly supports with its objective of enhancing the area of the new railway station. Objects to the scheme and comments that details to be addressed are the recognition of the importance of Ditton Meadows and Stourbridge Common as water meadows, concern is raised regarding the impact from operational lighting, lighting and visual intrusion with reduced vegetation screens, noise impact in Fen Ditton from the reflectance off the hotel.

- 7.4 Representations have been received from local residents and the following comments have been received:

- Concern regarding visual impact, noise, height, out of proportion with surroundings, visibility, light pollution, overlooking of neighbours at Long Reach Road.
- Loss of ecological mitigation approved as part of the station proposal.
- No footway or cycleway along the busway link road.
- There is only one side access to the east end of Cambridge Business Park.
- Inadequate car and bike parking for the hotel and staff.
- Loss of privacy and light to Sunningdale Caravan Park.
- Impact on television aerials to Sunningdale Caravan Park.

- 7.5 The application was reported to the Cambridgeshire Quality Panel on the following dates – 8th February 2017 and 10th April 2017. A summary of the QP response is contained in Section 11 and the full QP response is attached at Appendix 2.

8.0 ASSESSMENT

- 8.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The

NPPF constitutes guidance for local planning authorities and is a material consideration in planning decisions. For decision-taking this means approving development proposals that accord with the development plan.

8.2 The planning system should promote sustainable growth which has three dimensions. The first of these is an economic role, contributing to building a strong responsive and competitive economy, ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation and by identifying and coordinating development requirements, including the provision of infrastructure. The NPPF puts significant weight on the need to support economic growth. Secondly a social role supporting vibrant communities, creating high quality development with accessible local services reflecting the needs of the community. Thirdly an environmental role in protecting and enhancing our natural, built and historic environment, helping improve biodiversity, foster prudent use of resources, minimize waste and pollution whilst moving towards a low carbon economy.

8.3 From the consultation responses and representations received and from inspection of the site and the surroundings, the assessment has been structured under the following headings:

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. Refuse/ Servicing
9. Trees and Landscaping
10. Ecology
11. Renewable Energy/ Sustainability
12. Flooding/Drainage
13. Noise
14. Air Quality
15. External lighting
16. Ventilation
17. Contamination
18. Public Art
19. Archaeology
20. Fire Safety
21. Argument of 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. A joint Area Action Plan 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.

- 9.2 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.
- 9.3 This proposal comes forward as part of the first phase of redevelopment of the former Chesterton Sidings site to create a place with economic and social 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 office scheme. 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.

10.0 Environmental Impact Assessment

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

11.0 Visual and Historic Impact

Context of site and building height

- 11.1 The proposed building lies to the east and north of the station square, forming an L-shaped footprint. The building comprises of a five storey southern wing and seven storey northern wing, wrapping around the station square. The five storey wing would relate to the lower station building with the seven storey wing relating to the scale of the proposed office building currently proposed under planning application S/2403/17/FL at seven storeys in height. In addition, the proposed seven storey northern wing reinforces the key gateway and entrance to the station square. The proposed height and scale of the hotel is designed to define and frame the station square, being an appropriate scale for this space, reinforcing the civic presence.

- 11.2 The proposed higher northern wing will measure 23 metres in height excluding the plant which totals 25 metres. The lower southern wing will be 17.5 metres in height excluding the plant which totals 19 metres. Representatives have been received in which concern is raised regarding the height of the proposal and visual impact on the surrounding area, including one from Historic England who raise particular concern about harm to the significance of the Fen Ditton Conservation area, including Stourbridge common and the relationship between Cambridge and the surrounding countryside. It is acknowledged that the proposed height of the hotel will be higher than the surrounding buildings, however given the differentiation of the southern and northern wings and the need for buildings to frame the Station Square and be of a sufficient scale to do this, in addition, the 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 with the application in which a visual assessment has been taken from 11 viewpoints. An Amended Townscape View Analysis was submitted 4 September 2017 in which an additional view has been provided from Ditton Meadows. It is observed from this document that views of the upper part of the hotel will be possible from certain viewpoints, with viewpoint 12 at Ditton Meadows being quite prominent. 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. Therefore, on balance it is considered that the proposal would not have a significant visual impact, resulting in harm on any of the viewpoints.
- 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. As discussed above, an additional landscape view point from the south western point of Ditton Meadows was requested to form part of the submitted visual impact assessment.
- 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 hotel 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 won't be significantly higher or visible 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 and social 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.

- 11.8 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

- 11.9 The proposed design comprises of a flat roof which provides a contemporary appearance, leading to a balanced massing with the flat roof proposed for the adjacent office building. The southern wing has a horizontal emphasis with windows positioned off centre at the lower southern wing to emphasise horizontality and that they will be viewed along the square, with windows in the northern wing being positioned centrally to create a subtle variation and vertical emphasis.
- 11.10 The rounded corner of the hotel which faces onto Milton Avenue creates a soft transition and visual interest to this key focal point when arriving from the boulevard to station square. At ground floor within the western sector of the building which comprises the central core, the proposal accommodates the reception, lobby, bar, restaurant and gym, with 32 bedrooms at first floor. Within this central core lies three entrances under canopies with a glazed frontage to create an active frontage along station square. Within the north sector lies the proposed retail unit at ground floor with the conference centre at first floor.
- 11.11 The proposed materials and design will be from a mixed palette of red coloured brickwork. A contrasting brick is proposed for the base of the northern wing, with chamfered window surrounds of which the materials will be either glazed brickwork or reconstituted stone to the sides of the windows. Two large vertical hit and miss brick panels are proposed in front of the stair cores at the northern and southern ends of the building. The brickwork is backlit to illuminate and highlight its use, with proposed Flemish bond which will allow this pattern and provide texture to the appearance. Bronze coloured metal is proposed for all the metalwork including the sills, heads, windows and doors.
- 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
Could the hotel canopy design be more meaningful. The roof projection works well on the office, but the hotel does not need it.	The continuous low level canopy was removed and replaced by a canopy above the entrance and one above the access to the gym signalling the entry points to the building. The detailed design of the canopies is covered by condition.
Consideration should be given to green	The Station Square is outside the

the station square to make this space more comfortable.	application boundary of this application. Tree planting is included within the application boundaries to enhance the appearance of the square and provide some shading to the building.
<p>There is a need to protect the building through the planning application stage to ensure the applicants ambition is delivered.</p> <p>It is important that the design standard is set high to show future phases what is expected and delivered.</p> <p>The east elevation of the hotel should be more like the west elevation.</p>	<p>Officers have continued to work with the application to ensure that the quality of the materials and articulation of elements will deliver a quality building. Feature brickwork has been added to the east elevation to make the building more interesting and attractive when viewed fro the railway line. Conditions are proposed for the detailing and materials.</p>

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 2-11 are recommended to require specific 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 The pedestrian link from the carpark to Cambridge Square is two storeys in height to create a generous and welcoming opening. The glazed link into administration rooms and retail areas warrants natural surveillance with lighting in the soffits to create a safe environment.
- 11.16 The hotel building will be set back 5 metres from the line of trees and seating which bound the square and vehicular access around it. This space will act as a principle pedestrian route from the station car park to the hotel, station and cycle park. The Highway Authority raised the concern regarding the ground floor bar and restaurant seeking external tables and chairs along this space which would obstruct pedestrians and cyclists. Given the limited space, condition (46) will be added to restrict the use of the pavement for chairs and tables.
- 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 80 metres to the north east at Sunningdale Caravan Park, with neighbouring properties 100 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 visibility of the hotel from these neighbouring properties, overlooking of gardens of Long Reach Road, loss of privacy and light to Sunningdale Caravan Park and impact on TV aerials. The proposal will be evident in open views towards the station from these properties. The proposed heights of rooms at four storeys and five storeys will result in some

overlooking, however the orientation and design results in the windows being recessed with brick facades. Given this and the distance, the proposal is not considered to result in significant harm to the amenity of these neighbours. Sunningdale Caravan Park receives good terrestrial TV signal from the Sandy Heath transmitting station, this serves the whole of Cambridge City and there are examples of residential dwellings located in closer proximity to buildings of a similar height than those proposed, with signals being of good. Therefore the proposal is not considered to result in significant harm to TV signal.

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

13 **Accessibility**

- 13.1 The proposal will provide 11no universal access rooms within the hotel, with all internal areas being wheelchair friendly and all floors within the building having level access and Part M compliant lifts.
- 13.2 Guests would be able to use the 24 disabled parking spaces located within the centre of the Station Square in front of the hotel, which are for use by holders of a valid blue badge. A drop off point would be available within the square or within the allocated hotel drop off which is sited along Milton Avenue.
- 13.3 From the car park to the north of the proposed hotel to the hotel lies a 0.6 metre increase in ground levels. A pair of ramps taking up 0.3 metres each at a gradient of 1:21 with a level rest have been designed within the walkway to allow level access and a safe environment for all people.
- 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 distance from the drop off point to the hotel entrance and accessible rooms providing room for a wheelchair user to move easily from the bedroom to the bathroom. The proposal is considered acceptable in terms of accessibility.
- 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 50 vehicles in the AM peak onto the highway network, of which 18 will be arrivals and 32 departures and 24 arrivals in the AM peak and 13 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. 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 significant 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 Transport Assessment Team in their comments requested further information was submitted in regard to traffic data, trip generation, assessment scenarios, traffic growth, junction modelling and mitigation. Following this information being submitted, 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 is 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 and planning conditions.
- 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 area 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**

- 15.1 The proposal will provide 20 car parking spaces, with 1 accessible car parking bay for hotel guests within the temporary surface car park sited north of the hotel. 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 13 spaces per 10 rooms. 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 hotel to the station, connectivity to the Cambridge Guided Bus, other bus routes and cycle routes connecting to the wider area. It is proposed that hotel guests will predominantly use public transport. The proposed level of parking is considered acceptable in line with Policy TR/2 of the Local Development Framework.
- 15.2 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 and therefore conditions (39) and (40) are proposed to manage the construction and implementation of the temporary and permanent car parks.

- 15.3 The proposal seeks permission to relocate the existing motorcycle bays for the station from the south western corner of the station car park to the south eastern corner to enhance accessibility.
- 15.4 A secure cycle store for staff will be provided along the south eastern elevation of the hotel, in which 20 cycle spaces are proposed, 10 would be double-stacker stands based on 40 members of staff. This will be accessed by a gated entry through the adjacent proposed pocket park. The proposal will comply with Policy TR/2 of the LDF which requires 1 secure cycle parking space per two members of staff working at the same time.
- 15.5 The Cycling and Walking Officer commented that no cycle parking for visitors or for staff of the retail unit within the hotel has been proposed. Following Amendments 6 cycle spaces are proposed for retail staff which is considered appropriate. 108 cycle spaces are proposed within the surrounding public realm in which visitors to the hotel and retail units will be able to use.
- 15.6 The proposal would accord with Policies DP/2, DP/3 and TR/2 of the Local Development Framework.

16 **Refuse/ Servicing**

- 16.1 Service vehicles for the proposed hotel will reverse into the loading zone which is positioned to the north of the side of the hotel, leaving in a forward gear onto Milton Avenue. Goods vehicles will be restricted from crossing the pedestrian route which lies to the east and serves as the pedestrian route through the underpass to the station car park, with bollards sited.
- 16.2 The proposal will comply with Policy DP/3 of the Local Development Framework.

17 **Trees and Landscaping**

- 17.1 The proposals comprise of a mixed native hedge, under planted with low ground cover and flowering shrubs between the hotel and the railway line. A small pocket park is proposed between the station and hotel. Within the roof space, alongside the brown and green roofs is a proposed wildflower grass, long flowering meadow, with the upper roof comprising of a wildflower mix, seeded into an undulating translocated open mosaic substrate and sedum blanket to be laid on the top of the central located plant and photovoltaics. Planting is proposed along the southern edge of the existing station car park, along the west elevation between the building and the taxi rank and at the front, north west corner of the hotel.
- 17.2 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.

18 **Ecology**

- 18.1 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 hotel site. Bramblefields LNR 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).

- 18.2 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 0.088 hectares of new open mosaic habitat through brown and green roofs, 0.032 hectares of mixed species sedum roof which will provide nectar sources and new landscaping including ten boulevard native trees.
- 18.3 The Ecology Officer has recommended conditions 18, 19, 20 & 21 in regard to nesting and roosting boxes, relocation of the mitigation strip within the site for reptiles and amphibians, details of planting schedule and monitoring and management of habitats through a Landscape and Ecological Management Plan.
- 18.4 The proposals will therefore comply with Policies DP/3 and NE/5 of the Local Development Framework.

19 **Renewable Energy/ Sustainability**

- 19.1 The proposal will use air source heat pumps, combined heat and power 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 51m² of vertical south facing PV on the roof of the building. The use of these technologies will reduce carbon emissions by 140,000kg/CO₂/annum which is the equivalent to a 23.76% reduction.
- 19.2 The proposed hotel 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. Conditions 14 and 15 are recommended to ensure the building meets this rating. Following amended plans received, details of the vertically hung photovoltaic panels to the plant screen have been provided and are acceptable.
- 19.3 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.

20 **Flooding/Drainage**

- 20.1 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. The Lead Local Flood Authority and Council's Drainage Officer had initially recommended refusal as the proposals will increase flood risk due to no attenuation being provided for the hotel which will compromise the surface water drainage strategy for the station.

- 20.2 Following additional clarification and letters sent from Network Rail dated 26/09/17 and 22/09/17 in which confirmation that following the granting of a Formal Development Agreement with Greater Anglia the current operator of the Cambridge North Station, Network Rail as landowner will work with Greater Anglia and Brookgate to ensure that future drainage requirements and maintenance arising from the hotel development will be appropriately managed. The Drainage Officer and Lead Local Flood Authority have confirmed they do not object to this proposal and subject to condition (34) 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.
- 20.3 The proposal would accord with Policies NE/8, NE/9, NE/10, NE/11 and NE/12 of the Local Development Framework.

21 Noise

- 21.1 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 hotel, towards the residential properties at Sunningdale Caravan Park. The Environmental Health Officer 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.
- 21.2 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.
- 21.3 Conditions 22, 23, 24, 26 & 27 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.
- 21.4 The proposals will comply with Policies NE/15 of the Local Development Framework.

22 Odour

- 22.1 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 1.5ouE/m³. 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. Condition 29 is recommended which

requires prior to the commencement of development, the submission and approval of details of the mechanical ventilation and odour filtration system.

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

23 **Air Quality**

23.1 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 (42), (43) and (44) in regard to electric vehicle charging, low NOx boilers and combined heat and power.

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

24 **Lighting**

24.1 The proposal will be situated a significant distance from the neighbouring properties at Long Reach Road and Chesterton Fen Road. Condition (25) is recommended to ensure the proposed lighting scheme is appropriate to protect residents from nuisance.

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

25 **Ventilation**

25.1 Condition (28) is recommended to ensure the control of odour from the proposed A1 and A3 kitchen extract systems.

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

26 **Contamination**

26.1 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 (30) to require a Phase two investigation to further characterise the site and test the conceptual model.

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

27 **Public Art**

27.1 A scheme for public art has not been put forward as part of the application. Condition 45 has been recommended to require a phased scheme for the delivery of public art to be submitted for approval.

28 **Archaeology**

28.1 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.

28.2 The proposals will comply with Policy CH/2 of the Local Development Framework.

29 **Fire Safety**

29.1 Condition (41) is recommended to require adequate provision is made for fire hydrants.

30 **Consideration of Prematurity**

30.1 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.

30.2 The concern raised regarding prematurity has been carefully considered, however 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.

30.3 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 into account. 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.

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

31 **Planning Obligations (s106 Agreement)**

31.1 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.

31.2 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.

31.3 Only transport related obligations arise from the submission of the planning application. The complete package of highways 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) - £113,208
- Financial Contribution towards provision of the footway links on the northern side of Cowley Road. - £23,585
- Wayfinding signage to Cambridge North - £14,151
- Financial contribution towards cycle improvements on Fen Road (between Moss Bank and Fallowfields). - £53,302
- Financial contribution towards TP+ membership. - £14,151

The total cost of the works proposed above is £463,000 however, this scheme along with application S/2403/17/FL both contribute towards these highway mitigation measures. Officers are in continued discussion with Cambridgeshire County Council and the applicants of both schemes to finalise the exact and most appropriate mechanism, Section 106 Agreement and/ or condition and Section 278 Agreement, for securing these mitigation measure. Officers will clarify the mechanism and mitigation package at committee.

31.4 The applicant has agreed to making a financial contribution towards the transport mitigation measures highlighted above the current discussions relate solely to the mechanism of securing the contribution using a combination of Section 106 obligations and / or conditions and Section 278 Agreements.

31.5 Subject to the completion of a S106 planning obligation to accord with the sought County Council Transport mitigation measures detailed above in paragraph 33.3, officers are satisfied that the proposal would accord with Policy DP/3.

32 CONCLUSION

32.1 It is recommended that the application be approved.

33. 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 hotel 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 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 development hereby approved, no metal-clad or other non-traditional roofs shall be erected until full details of such roofs including materials, colours, surface finishes and relationships to roof lights or other rooftop features 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.)
5. Prior to the commencement of development hereby approved, with the exception of below ground works, full details of all doors, windows and reveals shall be submitted to and approved in writing by the Local Planning Authority. This may consist of large scale drawings and/or samples. The development shall be carried out in accordance with the approved details. All windows and doors in masonry walls shall be recessed by a minimum of 100mm from the front face of the wall.
(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, a detailed design of the entrance canopies to a scale of not less than 1:20 and the location of and details of all signage at a scale of not less than 1:20 shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. (Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
7. Prior to the commencement of development hereby approved, with the exception of below ground works, full details in terms of materials, surface finish and colour of all the plant enclosures shall be submitted to and approved in writing by the Local Planning Authority. This may include the submission of samples of components. 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.)

8. Prior to the commencement of development hereby approved, with the exception of below ground works, full details of the balustrade shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. (Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
9. Prior to the commencement of development hereby approved, with the exception of below ground works, full details at a scale not less than 1:10 of all coping to the walls shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.
(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
10. Prior to the commencement of development hereby approved, with the exception of below ground works, full details of external visible masonry brackets, clamps, restraints and other support systems shall be submitted to and approved in writing by the local planning authority. This may consist of large-scale drawings and/or samples. The development shall be carried out in accordance with the approved details of the se drawings and/or samples.
(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
11. Prior to the commencement of development hereby approved, with the exception of below ground works, full details of all solar panels and/or photovoltaic cells, including type, dimensions, materials, location, fixing, etc. shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.
(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
12. Prior to the commencement of development hereby approved, with the exception of below ground works, full details of both hard and soft landscape works need to 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.)
13. 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.)

14. Prior to commencement of development, or within 6 months of commencement, 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).

15. Prior to occupation, or within 6 months of occupation of the development hereby approved, 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).

16. Prior to occupation of the development hereby approved, the approved renewable and low carbon energy technologies shall be fully installed and operational 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).

17. No development shall take place, with the exception of below ground work, until full details of all tree pits, including any in planters, hard paving and soft landscaped areas have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved.

(Reason - 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.)

18. No development shall take place, with the exception of belowground works until full details of green and brown roofs have been 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.

(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.)

19. No development shall take place until a scheme for the provision of bird and bat nest boxes has been 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.)

20. No development shall take place until a Landscape and Ecological Management Plan (LEMP) is submitted to, and approved in writing by, the local planning authority. 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.)

21. No development shall take place until a detailed mitigation plan for the provision of a scrub mitigation strip to replace the proposed mitigation strip along the eastern boundary of the site as detailed within the Station Ecological Design Strategy of permission S/3102/15/FL (Revision 11 May 2017 submitted in support of application S/2399/17/DC) which this application site now encompasses has

been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

(Reason - To 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.)

22. Before the development / use hereby permitted is commenced, an assessment of the noise impact of plant and or equipment including any renewable energy provision sources such as any air source heat pump or wind turbine on the proposed and existing residential premises and a scheme for insulation as necessary, in order to minimise the level of noise emanating from the said plant and or equipment shall be submitted to and approved in writing by the local planning authority. Any noise insulation 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 and shall not be altered without prior approval.

(Reason – To protect the amenities of nearby residential properties in accordance with South Cambridgeshire Local Development Framework Development Control Policies 2007, Policy NE/15.)

23. 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.)

24. Collection from and deliveries to any non-residential premises including the hotel, 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.)

25. Prior to the installation of any artificial lighting, a detailed artificial lighting scheme and significance of impact assessment shall be submitted to and approved in writing by the Local Planning Authority. The scheme / assessment shall consider and include details of any artificial lighting of the site such as external street, floodlighting, security and external / internal building lighting and an assessment of lighting impact on any sensitive residential premises off site shall be undertaken. The scheme shall include layout plans / elevations with luminaire locations annotated; full isolux contour map / diagrams showing the predicted luminance in the horizontal and vertical plane (in lux) at critical locations within the site, on the boundary of the site and at adjacent properties; hours and frequency of use; a schedule of the equipment in the lighting design (luminaire type / profiles, mounting height, aiming angles / orientation, angle of glare, operational controls) and shall assess artificial light impact fully in accordance with the Institute of Lighting Professionals “Guidance Notes for the Reduction of Obtrusive Light GN01:2011 having regard to Light Trespass / Intrusion (into windows), Luminaire Source Intensity, Building Luminance and Sky Glow Upward light ratio requirements. The artificial lighting scheme strategies must be sensitively designed for biodiversity (as detailed within the CEMP Biodiversity, EDS & LEMP). Post-installation artificial lighting check- within one month of the installation of the approved artificial lighting scheme, the scheme shall be

inspected / assessed by a suitably qualified lighting engineer / consultant, in liaison with the Local Planning Authority and a post installation completion report confirming compliance with the approved scheme shall be submitted to and approved in writing by the Local Planning Authority. The inspection shall include the measurement of lighting levels at neighbouring residential receptors to demonstrate compliance with the Institute of Lighting Professionals "Guidance Notes for the Reduction of Obtrusive Light GN01:2011. Any defects or non-compliance identified shall be rectified within one month of the inspection or following approval by the LPA. The approved lighting scheme shall be installed, maintained and operated in accordance with the approved scheme details / measures unless the Local Planning Authority gives its written consent to any variation.

(Reason- To protect local residents from light pollution / nuisance and safeguard the amenities of nearby residential properties in accordance with Policy NE/1 of the adopted Local Development Framework 2007.)

26. A noise assessment shall be completed and a scheme be submitted for the insulation of the building(s) and/or associated plant / equipment 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.)

27. Prior to the commencement of development, with the exception of below ground works, a noise insulation scheme for protecting the proposed hotel accommodation units both internally and externally from noise from the A14, Cambridge Guided Busway, railway and onsite vehicle movements shall be submitted to and approved in writing by the Local Planning Authority and all works which form part of the approved scheme shall be completed in accordance with the approved scheme before any of the development is occupied and retained thereafter.

(Reason - To minimise noise disturbance to occupiers in accordance with Policy NE/15 of the adopted Local Development Framework 2007.)

28. Prior to the commencement of development, with the exception of below ground works, 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.)

29. 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.)

30. 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).

31. 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).

32. No development 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).

33. Prior to occupation of any part of the development, a scheme for the provision and implementation of 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.

(Reason - To reduce the risk of pollution to the water environment and to ensure a satisfactory method of foul water drainage in accordance with Policy NE/10 of the adopted Local Development Framework 2007.)

34. Prior to occupation of any part of the development, a scheme for the provision, implementation and maintenance of surface 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.

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

35. 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).

36. Using penetrative 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).

37. 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).

38. 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 agreed in writing by the local planning authority or in accordance with agreed emergency procedures for deviation.

(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).

39. No development shall take place, with the exception of underground enabling works(?) until full details of the car parking spaces have been submitted to, and approved in writing by, the Local Planning Authority. Before the first occupation of the development these parking spaces shall be provided in accordance with the approved details.

(Reason - In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

40. Prior to the expiration of 10 years of the granting of planning permission, a permanent hotel car park shall be implemented. Details of the permanent car park shall first be submitted to the Local Planning Authority for approval and implemented in accordance with the approved details.

(Reason- In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

41. 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.)

42. Prior to commencement of works on the development, with the exception of below ground works, 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.)

43. 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, 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 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 Local Development Framework 2007 and the National Planning Policy Framework (NPPF).)
44. Prior to commencement of works on the development, 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 to be 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.)
45. 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.)
46. There shall be no tables and chairs sited outside of the front of the hotel bar, restaurant 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.)
47. Notwithstanding the details shown on the approved plans, full details of cycle parking provision to be made for hotel staff shall be submitted to and approved by the Local Planning Authority prior to the commencement of the installation of any cycle parking facilities and implemented in accordance with the approved details.
(Reason - To ensure adequate provision of cycle facilities in accordance with Policy TR/2 of the adopted Local Development Framework 2007.)
48. Prior to the occupation of the development submit details of the footway as shown on **Plan x** on the northern side of Cowley Road to provide pedestrian and cycle access to the Cambridge North Station shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented prior to the bringing into use of the approved development.
(Reason – In the interests of highway safety and to mitigate the impact of travel to the development in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
49. 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 first occupation 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.)

50. Prior to the first occupation of the approved development details of the cycle improvements on Fen Road (between Moss Bank and Fallowfields) as shown on Plan xx shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented prior to the first occupation of the approved development.
(Reason – In the interests of highway safety and to mitigate the impact on travel to the development in accordance with Policy DP/3 of the adopted Local Development Framework 2007).
51. Prior to the bringing into use of the approved development a 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)
52. The development hereby permitted shall not be occupied until a Car Parking Management Plan – which sets out the allocation of parking spaces and details for the future control and monitoring of parking for this hotel and retail scheme within the car park – shall be 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 is consistent with the proposed parking strategy for the application site in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
53. The development hereby permitted shall be carried out in accordance with the following approved plans:

Site Plans:

D4002 Rev08

D4100(RLP) Rev19

Diagrams:

6565-4500 Rev 04

6565-D4100 Rev20

6565-D4101 Rev 19

6565-D4102 Rev 19

6565-D4104 Rev 19

6565-D4105 Rev 19

6565-D4106 Rev 19

6565-D4107 Rev 19

6565-D4552 Rev00

6565-D4700 Rev09

6565-D4701 Rev09

6565-D4800 Rev01

6565-D4850 Rev00
6565-D4851 Rev00
6565-D4852 Rev00

630_02(CD)200 Rev P3

630_02(DP)200 Rev P3
630_02(DP)201 Rev P2
630_02(DP) 202 Rev P3

630_02(MP)200 Rev P3
630_02(MP)201 Rev P3
630_02(MP)202 Rev P2
630_02(MP)203 Rev P2
630_02(MP)204 Rev P1

630_02(SC)200 Rev P2
630_02(SC)201 Rev P2
630_02(SC) 202 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)
Memorandum- Response to CCiC and SCDC- 01 September 2017 (rev0)
Memorandum- Response to LLFA 1 September 2017 (rev0)
Transport Assessment 30 June 2017 (318305/TA02/C)
Transport Assessment Addendum September 2017 (318305/TA04/A)
Framework Travel Plan 29 June 2017
Construction Traffic Management Plan 29 June 2017
Technical Note- Response to Planning Application Comments (Provision for Cyclists) 6 September 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
Desk Based Assessment OAE Report No. 1353 April 2015
Health Impact Assessment
Noise Assessment 30 June 2017
Noise Assessment Addendum 30 August 2017
Phase 1 Geotechnical and Geo-environmental Preliminary Risk Assessment June 2017
Ecological Impact and Enhancement Statement 26 June 2017 (OXF10377)
Design and Access Statement Rev 05
Sustainability Statement 27 June 2017 Rev 03
Ventilation Statement 28 June 2017 Rev 00
Landscape Design Statement 630.02(RP) 004 June 2017
Ecology Response to Consultation Comments 30/08/2017
Townscape View Analysis September 2017 Rev 03

(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.'

Surface Water Drainage:

All surface water from roofs shall be piped direct to an approved surface water system using sealed downpipes. Open gullies should not be used.

Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer.

Foul Water Drainage:

An acceptable method of foul drainage disposal would be connection to the public foul sewer. Anglian Water Services Ltd. should be consulted by the Local Planning Authority and be requested to demonstrate that the sewerage and sewage disposal systems serving the development have sufficient capacity to accommodate the additional flows, generated as a result of the development, without causing pollution or flooding. If there is not capacity in either of the sewers, the Agency must be re-consulted with alternative methods of disposal. The applicant must ensure that there is no discharge of effluent from the site to any watercourse or surface water drain or sewer.

Trade Effluent:

An application to discharge trade effluent must be made to Anglian Water and must have been obtained before any discharge of trade effluent can be made to the public sewer. Anglian Water recommends that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of such facilities could result in pollution of the local watercourse and may constitute an offence. Anglian Water also recommends the installation of a properly maintained fat traps on all catering establishments. Failure to do so may result in this and other properties suffering blocked drains, sewage flooding and consequential environmental and amenity impact and may also constitute an offence under section 111 of the Water Industry Act 1991.

Pollution Prevention:

Surface water from roads and impermeable vehicle parking areas shall be discharged via trapped gullies. Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from lorry parks and/or parking areas for fifty car park spaces or more and hardstandings should be passed through an oil interceptor designed compatible with the site being drained. Roof water shall not pass through the interceptor.

Notwithstanding the provision of the Town and Country Planning General Permitted Development Order 1995 (or any order revoking or re-enacting that Order), any oil storage tank shall be sited on an impervious base and surrounded by oil tight bunded walls with a capacity of 110% of the storage tank, to enclose all filling, drawing and overflow pipes. The installation must comply with Control of Pollution Regulations 2001, and Control of Pollution (Oil Storage) Regulations 2001. Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.

Road Traffic Noise Insulation Scheme:

To satisfy the noise insulation scheme condition for the hotel building envelope and traffic noise, the developer must ensure that the floorspace within the hotel 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.

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 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.scambs.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.

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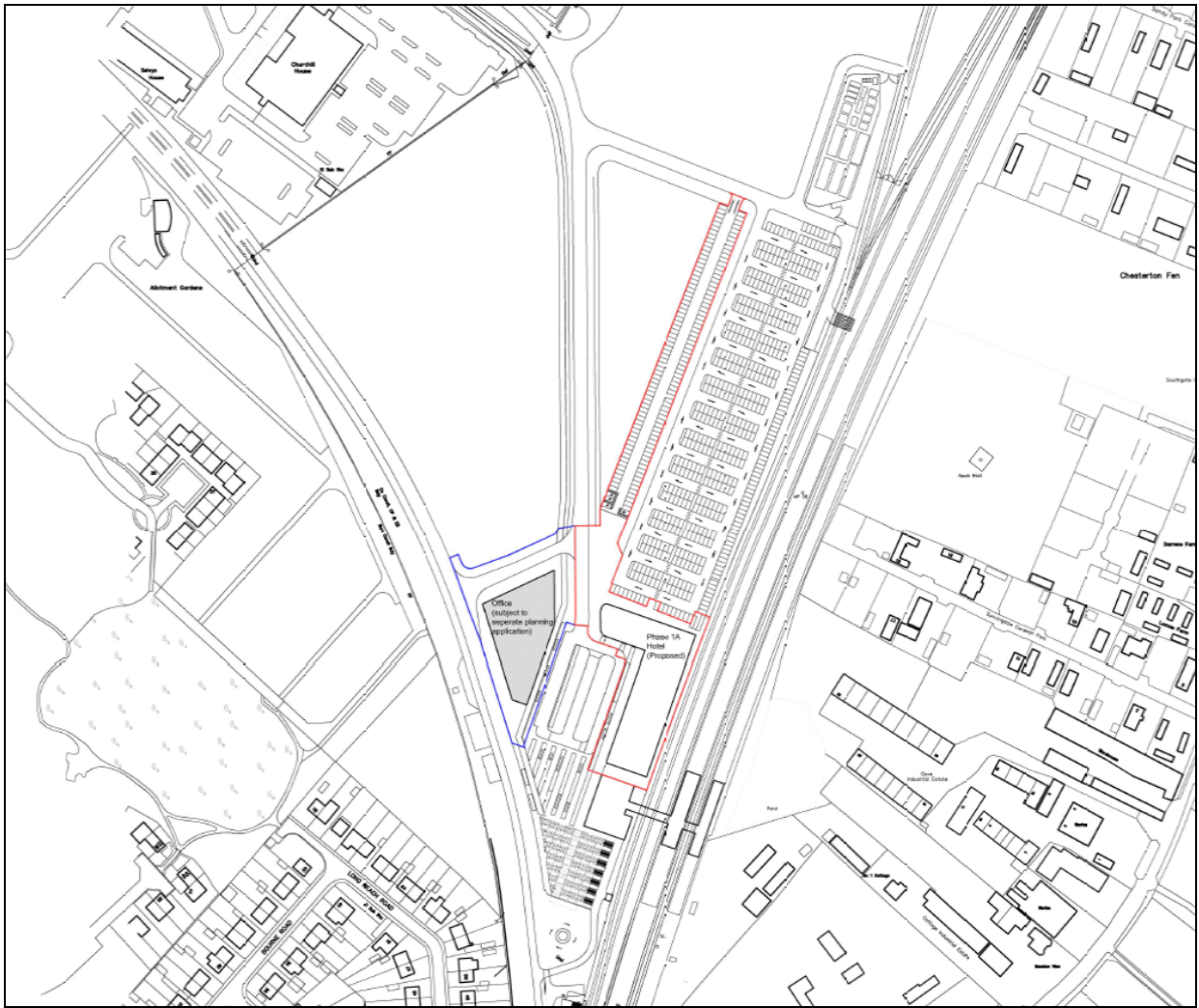
Accessibility:

The proposed hotel should meet the BS8300, the proposed leisure, fitness machines, changing rooms and the swimming pool should meet Sport England Access Guidance and the entrance revolving door should be powered. The proposal should have a fire fighting and excavation lift.

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.



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



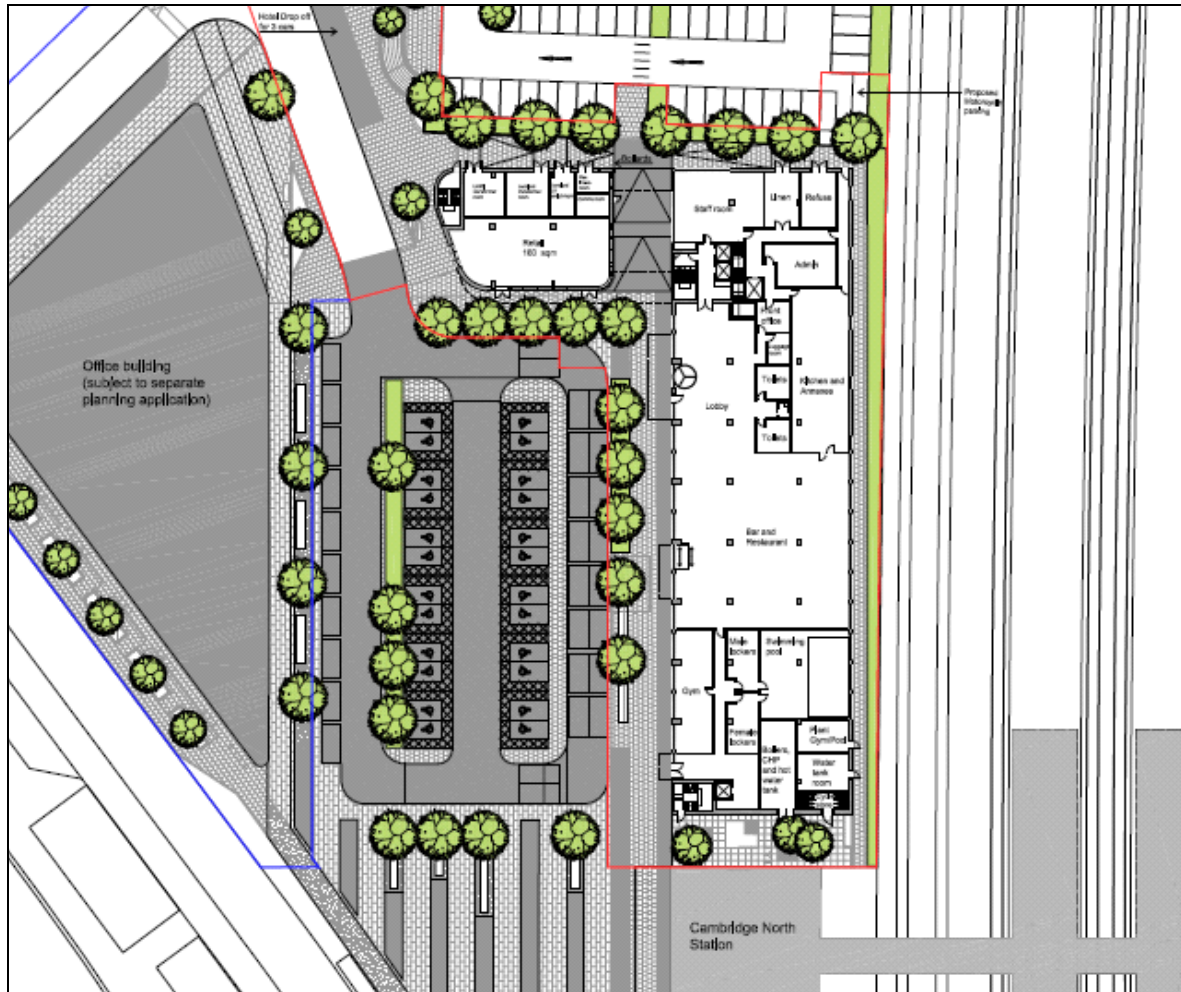
VIEW FROM THE RAILWAY LINE



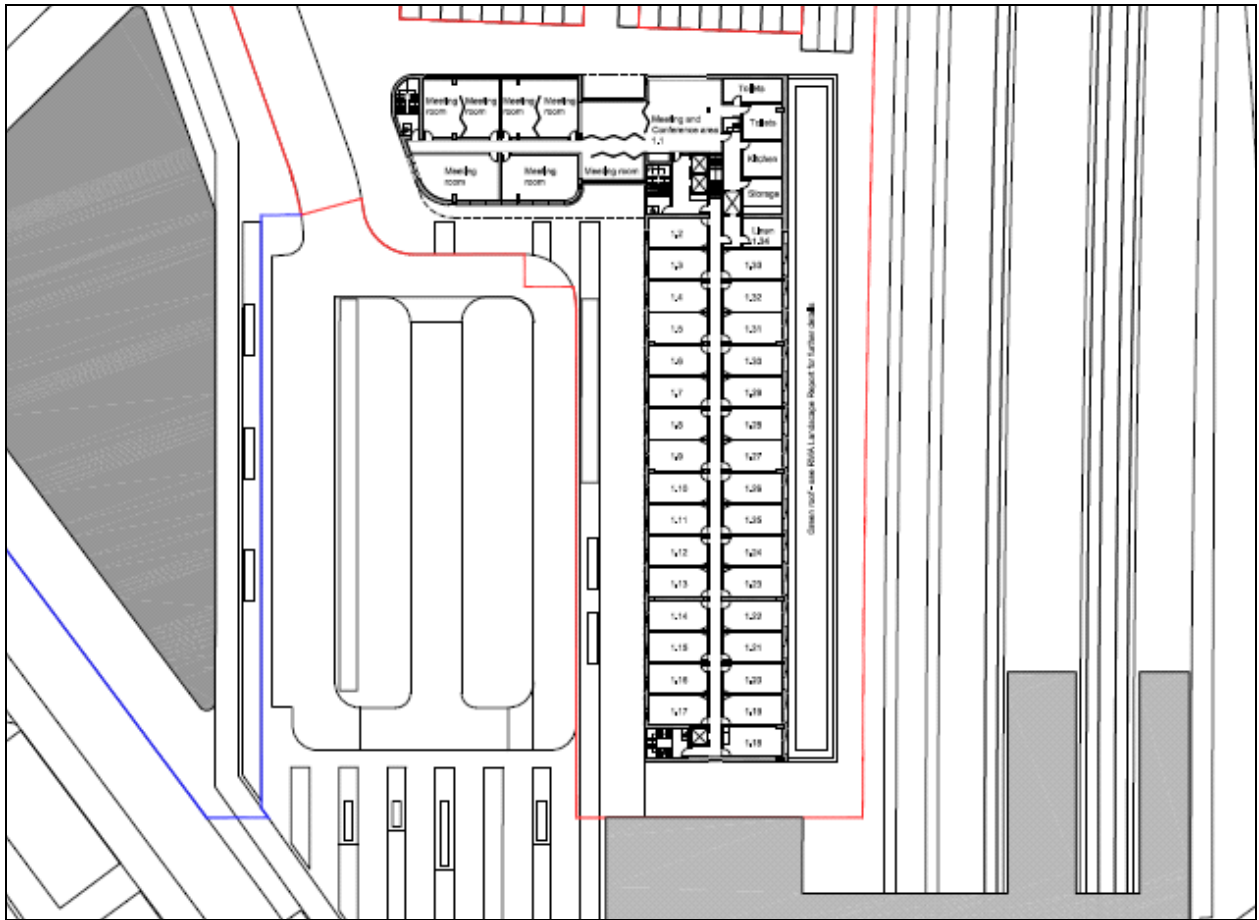
VIEW FROM THE STATION CARPARK



GROUND FLOOR PLAN



FIRST FLOOR PLAN



DESIGN APPROACH TO HEIGHT AND MASSING

