



Cambridge City Council Planning

Date: Wednesday, 23 July 2025

Time: 11.00 am

Venue: Council Chamber, The Guildhall, Market Square, Cambridge, CB2 3QJ [access the building via Peashill entrance]

Contact: democratic.services@cambridge.gov.uk, tel:01223 457000

Second Circulation Agenda

- 5 24/04859/FUL The Paddocks, Cherry Hinton Road (Pages 5 - 100)
To follow

Planning Members: Smart (Chair), Baigent (Vice-Chair), Dryden, Flaubert, Howard, Illingworth, Thornburrow and Todd-Jones

Alternates: Ashton, Bennett, Gawthrope Wood, Lokhmotova and Porrer

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24/04859/FUL - The Paddocks, 347 Cherry Hinton Road, Cambridge, CB1 8DH

Report to: Cambridge City Council Planning Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward/parish: Coleridge

Proposal: Hybrid planning application comprising:

- a) Full application for Phase 1, to include the demolition of existing buildings and structures, and erection of building (Use Class E(g)) with associated site infrastructure, landscaping, car and cycle parking provision and access, including changes to the existing access road off Cherry Hinton Road.
- b) Outline application for Phases 2a, 2b, 3, 4 and 5 (with all matters reserved), to include the demolition of existing buildings and structures, and erection of buildings (Use Class E(g))

Applicant: Columbia Threadneedle Investments Ltd.

Presenting officer: Karen Pell-Coggins

Reason presented to committee: Departure application

Member site visit date: 21 July 25

Key issues:

- 1. Principle of development
- 2. Character and appearance of the area
- 3. Heritage assets
- 4. Trees
- 5. Biodiversity

6. Highway safety and parking
7. Flood risk and water management
8. Residential amenity
9. Carbon reduction and sustainable design
9. Planning obligations
10. Other matters

Recommendation: Approve subject to conditions and a S106

1. Executive summary

- 1.1 This hybrid application seeks the redevelopment of The Paddocks site for use Class E(g) (offices, research and development, light industrial) 'mid-tech' uses. The development comprises the demolition of existing buildings and structures, and erection of buildings with associated site infrastructure, landscaping, car and cycle parking provision and access, including changes to the existing access road off Cherry Hinton Road.
- 1.2 The application was reported to the Planning Committee on 5 June 2025. Please see Appendix 1 for a copy of the original report, update report and appendices to both.
- 1.3 Members deferred the application at the meeting on two grounds as set out below: -
 - i) Further information required to assess the impact of Phases 4 and 5 of the outline application upon the amenities of neighbouring properties in Chalmers Road and Kelvin Close; and,
 - ii) Agreement to the S106 transport contribution requested by Cambridgeshire County Council towards a Cycling Plus Scheme by Greater Cambridge Partnership to mitigate the impact of the development.
- 1.4 The applicants have submitted a Supplementary Information Pack to address the above matters.
- 1.5 Further information has been submitted in the form of key details from the Design Code and maximum parameter plans which support the outline application. Responses are also provided to questions which were raised by members at the 5 June meeting. Officers welcome the submission of the information to provide clarity on the proposal.

1.6 Further discussions and negotiations have been carried out with Cambridgeshire County Council in relation to the S106 transport contribution. The contribution has now been agreed.

1.7 Officers continue to recommend that the Planning Committee approve the application subject to conditions and a Section 106.

2. Consultations Update

County Transport Assessment Team - No objections subject to S106

2.1 The following points have been agreed: -

- i) The methodology for the calculation of the contribution is at a rate of £36,056.00 per 1000 square metres of uplifted GIA floorspace.
- ii) The contribution would be towards the Greater Cambridge Partnership Cycling Plus scheme for the A1134, and in particular to the planned improvements of the junction of Cherry Hinton Road with A1134.
- iii) The total maximum contribution would be £431,400 based upon the maximum parameter plans to include £10,000 towards additional waiting restrictions.
- iv) The contribution will be phased with each payment secured prior to occupation once the precise floorspace is known from the reserved matters application.
- v) The original £5,000 for Voi will be deducted within Phase 1 as this includes the Voi parking area so is no longer required.
- vi) The potential £10,000 for additional waiting restrictions will be deducted in Phase 2B so that it is available earlier.
- vi)i Phases 3 and 4 have been combined.

3. Third party Representations Update

3.1 No further representations have been received.

4. Planning Background

4.1 The application was reported to the Planning Committee on 5 June 2025. Please see Appendix 1 for a copy of the original report, update report and appendices to both which sets out details of the site and surrounding area, proposal, planning history, policy context, consultation responses, representations, and the main assessment in relation to all matters.

4.2 Members deferred the application at the meeting on two grounds as set out below: -

- i) Further information required to assess the impact of Phases 4 and 5 of the outline application upon the amenities of neighbouring properties in Chalmers Road and Kelvin Close; and,
- ii) Agreement to the S106 transport contribution requested by Cambridgeshire County Council towards a Cycling Plus Scheme by Greater Cambridge Partnership to mitigate the impact of the development upon the public highway.

4.3 Following the meeting, the applicants have submitted a Supplementary Information Pack to address the above matters.

5. Assessment

5.1 The key issues are:

- Principle of development
- Housing provision
- Design, layout, scale and landscaping
- Trees
- Heritage assets
- Carbon reduction and sustainable design
- Biodiversity
- Agricultural land quality and soils
- Water management and flood risk
- Highway safety and transport impacts
- Car and cycle parking
- Amenity
- Third party representations
- Open space and recreation
- Planning obligations
- Other matters
- Planning balance
- Recommendation
- Planning conditions

5.2 Unless otherwise covered below, the planning issues raised by the topic are included in the original officer report at appendix 1.

6. Amenity Update

6.1 Further information has been submitted in the form of key details from the Design Code and maximum parameter plans which support the outline application together with dimensioned plans to help members assess the impact of the development upon the amenities of neighbouring properties

in Chalmers Road and Kelvin Close. Responses are also provided to questions which were raised by members at the 5 June meeting.

- 6.2 The details include layout plans, elevation plans, daylight and sunlight information, section plans, building typology details, existing landscaping images, landscaping details, and key viewpoint visuals.
- 6.3 The layout plans show details of the position of the buildings with measurements to the neighbouring dwellings in relation to Phases 4 and 5 and the maximum heights of the buildings. There would be approximate distances of at least 45 metres between the rear elevations of the neighbouring dwellings and the proposed buildings at a height of up to 10.750 metres, 47 metres to a height of up to 14.95 metres, and 60 metres to a height of up to 17.75 metres.
- 6.4 The elevation plans show details of the maximum heights of the buildings and indicative designs of the buildings when viewed from neighbouring dwellings. The first elevation plan shows the south elevation of the building on Phase 5 and the stepped heights and potential zones of deviation of the building. The second elevation shows the buildings on Phases 4 and 5 facing towards the boundary and the articulation of the elevations and potential roofscape design.
- 6.5 The daylight and sunlight information shows the impact of the development upon sunlight into the gardens and overshadowing of gardens in relation to the BRE guidance criteria. In only one case, there would be a 2% loss of sunlight to gardens which is considered negligible.
- 6.6 The section plans show the 25 degree angle from the neighbouring dwellings, the boundary landscaping, and measurements to the buildings in relation to Phases 4 and 5. From Chalmers Road, there would be a distance of 50.5 from the rear elevation of the dwelling to the building at a height of up to 10.75 metres and a distance of 57.5 metres at a height of up to 17.75 metres. The building would not obstruct the 25 degree angle. From Kelvin Close, there would be a distance of 46.5 metres from the rear elevation of the dwelling to the building at a height of up to 10.75 metres, a distance of 48.8 metres at a height of up to 14.95 metres, and 61.6 metres at a height of up to 17.75 metres. The building would not obstruct the 25 degree angle.
- 6.7 The building typology details shows that there would be two different types of character buildings. Character 1 would be in Phases 2A and 2B and Character 2 would be in Phases 3, 4, and 5.

- 6.8 The existing landscaping images shows the boundaries between the site and neighbouring dwellings. The boundary to the north with Chalmers Road currently has groups of trees covered by a Tree Preservation Order covering the majority of the boundary. These consist of variety of different species which range from 13 to 19 metres in height. The boundary to the east with Kelvin Close currently has individual trees covering a large part of the boundary. These consist of a variety of different types of species which range from 4 to 17 metres in height.
- 6.9 The landscaping details show the existing and proposed planting proposed along the boundaries between the site and neighbouring dwellings, a section to show the heights of the trees after a specific time, and the landscape phasing plan. The trees along the boundary to the north with Chalmers Road would be retained and protected apart from one small tree to be felled in the north western corner. The trees along the boundary to the east with Kelvin Close would be retained and protected. New additional medium sized trees (4 to 4.5 metres high) would planted between existing trees.
- 6.10 The key viewpoint visuals show the existing and proposed views of the proposal from Chalmers Road and Kelvin Close in winter. The existing viewpoint from Chalmers Road shows a glimpsed view of the buildings and the proposed viewpoint shows that a partial view of the building behind the existing trees. The existing viewpoint from Kelvin Close shows a glimpsed view of the buildings and the proposed viewpoint shows that a partial view of the building behind the existing trees.
- 6.11 Officers welcome the submission of the additional information to provide clarity on the proposals to members.
- 6.12 It is noted that the information shows the distances to the rear elevations of neighbouring properties and that the distance to the gardens would be lower. These relationships are set out in the original report and are considered acceptable.
- 6.13 The development is not considered to adversely affect the amenities of neighbours.
- 6.14 The proposal is in accordance with Policies 55, 56 and 60 of the Local Plan and the NPPF.

7. Highway Safety and Transport Impacts Update

- 7.1 Further discussions and negotiations have been carried out with Cambridgeshire County Council in relation to the S106 transport contribution to help members assess the impact of the development on the public highway.
- 7.2 Comparisons between the floorspace and trips of the development to a similar Midtech scheme at Mercers Row have been used to determine the methodology and required contribution. The contribution will be based upon a rate of £36,056.00 per 1000 square metres of uplifted GIA floorspace.
- 7.3 The calculation would result in a contribution of £431,400 based upon the maximum parameter plans to include £10,000 towards additional waiting restrictions. The exact contribution will be fully calculated at reserved matter stage once the precise floorspaces are known.
- 7.4 The contribution will be towards the Greater Cambridge Partnership Cycling Plus scheme for the A1134, and in particular to the planned improvements of the junction of Cherry Hinton Road with A1134.
- 7.5 The contribution requested by Cambridgeshire County Council has now been agreed.
- 7.6 The contribution would improve cycle and walking infrastructure in the area to mitigate the transport impacts of the development.
- 7.7 The proposal accords with Policies 80, 81, and 82 of the Local Plan and the NPPF.

8. Planning Obligations (S106) Update

Heads of Terms

- 8.1 The Heads of Terms (HoT's) as identified are to be secured within the S106 and are set out in the summary table below:

| Obligation | Contribution/ Term | Trigger |
|-------------------|---------------------------|----------------|
|-------------------|---------------------------|----------------|

| | | |
|--------------------------------|--|---------------------------------------|
| Employment and Skills Strategy | A Site-wide strategy to include a charter for encouraging employment and training opportunities | Prior to commencement of development |
| Monitoring | £700 plus an additional £500 for each written confirmation of an obligation | - |
| Transport Contribution | <p>£36,056 per 1000 square metres of uplifted GIA floorspace.</p> <p>Maximum contribution of £431,400 to include £10,000 towards additional waiting restrictions in Phase 2B</p> <p>Towards the GCP Cycling Plus Scheme to the planned improvements of the junction of Cherry Hinton Road with A1134 (roundabout).</p> <p>The precise amount to be calculated based upon floorspaces approved at reserved matters stage.</p> <p>Phase 1 £48,185</p> <p>Phase 2A 99,468</p> <p>Phase 2B £40,421 plus £10,000</p> <p>Phases 3 and 4 £124,441</p> | Prior to the occupation of each phase |

| | | |
|------------|---------------------|---|
| | Phase 5 £108,966 | |
| Monitoring | £1,400 | - |

Table - Heads of terms for S106 agreement

Employment and Skills Strategy

8.2 The Section 106 Officer has commented that a comprehensive and coordinated approach to supporting local employment opportunities and skills training is required in relation to the proposal. This will be a site wide strategy to include a charter setting out how the Owner will work/liaise with stakeholders to assist in the delivery of local job opportunities and training which will seek to meet the following aims and objectives: -

- a) identification of a workplace coordinator to support apprentice level roles created and committed;
- b) a reasonable minimum working period (twelve (12) months) including those for apprenticeship roles; unless otherwise agreed with the City Council);
- c) work with local schools, colleges and/or community organisations to promote amongst young people carers and adults the range of careers available, skills and qualifications needed for the appropriate and applicable sectors of the end-use occupiers of the Development;
- d) engagement with relevant existing or future City-wide skills and employment initiatives; and
- e) future Occupiers to participate (where relevant) in the delivery of the Employment and Skills Strategy.

Transport Contribution

8.3 Please see Cambridgeshire County Council Transport Team comments in the Highway Safety and Transport Impact section for justification of the transport contribution.

Summary

8.4 The applicant has agreed to both contributions.

8.5 The planning obligations are necessary, directly related to the development and fairly and reasonably in scale and kind to the

development and therefore the required planning obligation(s) passes the tests set by the Community Infrastructure Levy Regulations 2010.

- 8.6 The proposal is in accordance with policy 85 of the Local Plan.

9. Planning balance

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

Summary of harm

- 9.2 The development would result in a theoretical potential loss of housing relative to the residential allocation for approximately 123 dwellings on the site under Policy 27 of the Local Plan. This can be attributed limited weight in the planning balance as the housing allocation would not in event contribute to delivery within the plan period and the applicants have not indicated that there is now any intention of delivering housing on the site.

Summary of benefits

- 9.3 The development would result in the retention of employment development on a brownfield site in a sustainable location. This can be attributed moderate weight as it would retain employment in the city.
- 9.4 The development would increase the employment floorspace on the site and provide midtech employment uses where a need for such uses has been identified. The buildings would be flexible and adaptable and provide a variety of unit sizes for a range of uses. 925 jobs would be created. These benefits can be attributed significant weight as it would support growth of the local economy.
- 9.5 The development is considered to result in a high-quality development which would respond to its context and create a sense of place. This can be attributed significant weight as it would enhance the character and appearance of the area.
- 9.6 The majority of trees on the site would be retained and protected and a significant amount of landscaping proposed within the development to assimilate the development within the area and result in at least a 10%

net gain in biodiversity. This can be attributed moderate weight as it would enhance the quality of the development.

- 9.7 The development would be likely to decrease traffic generation to and from the site as the amount of car parking on the site has been reduced. The amount of cycle parking has been increased to encourage travel by more sustainable modes. This can be attributed significant weight as it would reduce congestion on local roads and air pollution.
- 9.8 The development is not considered to be at significant risk of flooding or increase the risk of flooding to the site and surrounding area as the existing surface water drainage measures on the site would be improved. This can be attributed considerable weight as it would reduce flood risk.
- 9.9 The development is considered to be sympathetic to the amenities of neighbours in terms of overbearing mass, loss of light, loss of privacy, and noise. This can be attributed neutral weight as there would be some impact albeit it would not be harmful.
- 9.10 The development would reduce carbon emissions and protect water resources to mitigate the impact of climate change. This can be attributed moderate weight as it would improve the sustainability of the development.

Conclusion

- 9.11 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the statutory requirements of section 66(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.

10. Recommendation

- 10.1 Approve subject to: -
- The planning conditions as set out below with amendments to the conditions as drafted delegated to officers.
 - Satisfactory completion of a Section 106 Agreement which includes the Heads of Terms (HoT's) as set out in the report with minor amendments to the Heads of Terms as set out delegated to officers.
 - A deadline for completion of the S106 agreement by 15 October 2025. If the S106 is not completed within this period, delegated authority is given

to officers to refuse the application based on a lack of secured mitigation contrary to the CLP 2018 or to set any such extended period for completion of the S106 as appropriate.

10.2 Conditions

Full and Outline Applications

Prior to Commencement

Materials

1. No development shall take place above ground level, other than demolition, of each relevant phase until details of the materials to be used in the construction of the development 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 that the external appearance of the development does not detract from the character and appearance of the area. (Cambridge Local Plan 2018 policies 55 and 57).

Tree Protection

2. Prior to commencement of each relevant phase, and in accordance with BS5837 2012, a tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) shall be submitted to the local planning authority for its written approval, before any tree works are carried and before equipment, machinery or materials are brought onto the site for the purpose of development (including demolition). In a logical sequence the AMS and TPP will consider all phases of construction in relation to the potential impact on trees and detail tree works, the specification and position of protection barriers and ground protection and all measures to be taken for the protection of any trees from damage during the course of any activity related to the development, including supervision, demolition, foundation design, storage of materials, ground works, installation of services, erection of scaffolding and landscaping.

Reason: To satisfy the Local Planning Authority that trees to be retained will be protected from damage during any construction activity, including demolition, in order to preserve arboricultural amenity in accordance with

section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees.

Site Meeting (Works to Trees)

3. Prior to the commencement of site clearance of each relevant phase, a pre-commencement site meeting shall be held and attended by the site manager and the arboricultural consultant to discuss details of the approved AMS. A record of which will be submitted to the LPA and approved.

Reason: To satisfy the Local Planning Authority that trees to be retained will not be damaged during any construction activity, including demolition, in order to preserve arboricultural amenity in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees.

Tree Pits

4. No development shall take place of each relevant phase until full details of all tree pits, including those in planters, hard paving and soft landscaped areas have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. All proposed underground services will be coordinated with the proposed tree planting and the tree planting shall take location priority.

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

Hard and Soft Landscaping Scheme

5. No development above ground level, other than demolition, of each relevant phase shall commence until a hard and soft landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

- a) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas;
- b) hard surfacing materials;
- c) Street furniture and artifacts (including refuse and cycle storage);
- d) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of

plants, species, plant sizes and proposed numbers/densities where appropriate;

e) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected (including gaps for hedgehogs);

f) an implementation programme.

The development shall be fully carried out in accordance with the approved details. If within a period of 5 years from the date of planting of any trees or shrubs, or 5 years from the commencement of development in respect of any retained trees and shrubs, they are removed, uprooted, destroyed, die or become seriously damaged or diseased, replacement trees and shrubs of the same size and species as originally planted shall be planted at the same place in the next available planting season, or in accordance with any variation agreed in writing by the Local Planning Authority.

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity (Cambridge Local Plan 2018 policies 55, 57, 59 and 69).

Biodiversity Net Gain

6. Development may not be begun of each relevant phase unless:

(a) a biodiversity gain plan has been submitted to the planning authority, and

(b) the planning authority has approved the plan.

Reason: To ensure compliance with Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021).

Ecological Enhancement

7. No development above ground level shall take place of each relevant phase until an ecological enhancement scheme has been submitted to and approved in writing by the local planning authority. The scheme shall include details of bat and bird box installation, hedgehog provisions and other ecological enhancements. The approved scheme shall be fully implemented prior to first occupation or in accordance with a timescale agreed in writing by the local planning authority.

Reason: To provide ecological enhancements in accordance with the NPPF 2021 para 174, Cambridge Local Plan 2018 policies 59 and 69 and the Greater Cambridge Shared Planning Biodiversity SPD 2022.

Phase 1 Contamination Site Investigation

8. No development, or any investigations required to assess the contamination of the site, shall commence of each relevant phase until a Phase 1 Detailed Site Investigation Strategy based upon the findings of Phase I Environmental Assessment (by Hollis Global, unreferenced, dated December 2024) has been submitted to and approved in writing by the Local Planning Authority.

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

Phase 2 Contamination Site Investigation

9. No development shall commence of each relevant phase until the following have been submitted to and approved in writing by the Local Planning Authority:

- a. A Phase 2 Intrusive Site Investigation Report based upon the findings of the approved Phase 1 Desk Top Study.
- b. A Phase 3 Remediation Strategy based upon the findings of the approved Phase 2 Intrusive Site Investigation Report.

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

Material Management Plan

10. No material for the development of each relevant phase shall be imported or reused until a Materials Management Plan (MMP) has been submitted to and approved in writing by the Local Planning Authority. The MMP shall include:

- a) details of the volumes and types of material proposed to be imported or reused on site
- b) details of the proposed source(s) of the imported or reused material
- c) details of the chemical testing for ALL material to be undertaken before placement onto the site.
- d) results of the chemical testing which must show the material is suitable for use on the development

e) confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development.

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

Reason: To ensure that no unsuitable material is brought onto the site in the interest of environmental and public safety in accordance with (Cambridge Local Plan 2018 Policy 33).

Demolition and Construction Environmental Management Plan

11. Prior to the commencement of the detailed design development of each relevant phase, a site wide Demolition and Construction Environmental Management Plan (DCEMP) shall be submitted to and approved in writing by the local planning authority. The DCEMP shall include the following aspects of demolition and construction:

- a) Demolition, construction and phasing programme.
- b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.
- c) Construction/Demolition hours which shall be carried out between 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 in accordance with agreed emergency procedures for deviation.
- d) Delivery and dispatch times for construction/demolition purposes shall be carried out between 0800 to 1800 hours Monday to Friday, 0800 to 1300 hours on Saturdays and at no time on Sundays, Bank or Public Holidays, unless otherwise agreed in writing by the local planning authority in advance.
- e) Prior notice and agreement procedures for works outside agreed limits and hours. Variations are required to be submitted to the local authority for consideration at least 10 working days before the event. Neighbouring properties are required to be notified by the applicant of the variation 5 working days in advance of the works.
- f) Soil Management Strategy.
- g) Noise impact assessment methodology, mitigation measures, noise monitoring and recording statements in accordance with the provisions of

BS 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – noise.

h) Vibration impact assessment methodology, mitigation measures, vibration monitoring and recording statements in accordance with the provisions of BS 5228-2:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – vibration.

i) Dust management and wheel washing measures in accordance with the provisions of: • Guidance on the assessment of dust from demolition and construction, version 2.2 (IAQM, 2024). • Guidance on Monitoring in the Vicinity of Demolition and Construction Sites, version 1.1 (IAQM, 2018).

j) Use of concrete crushers.

k) Prohibition of the burning of waste on site during demolition/construction.

l) Site artificial lighting during construction and demolition including hours of operation, position and impact on neighbouring properties.

m) Screening and hoarding details.

n) Consideration of sensitive receptors.

o) Complaints procedures, including complaints response procedures.

p) Membership of the 3C Shared Services Considerate Contractors Scheme.

The development shall then be undertaken in accordance with the approved / agreed plan.

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

Commercial Operational Noise Impact Assessment/ Mitigation

12. Prior to the commencement of development of each relevant phase, an operational noise impact assessment including, where appropriate, a scheme for the insulation of any building(s) or use(s) / activities and associated plant / equipment, and consideration of other noise mitigation and management measures (location / layout, engineering and administrative) to minimise the level of noise emanating from the said building(s) or use(s) / activities and plant / equipment shall be submitted to and approved in writing by the local planning authority. The approved scheme of noise insulation / mitigation and management shall be fully implemented before the relevant building(s), use(s) / activities, or plant / equipment are occupied (in relation to buildings), commenced (in relation to uses / activities) or operated / used (in relation to plant / equipment) and shall be maintained and retained thereafter in accordance with the approved scheme details. The combined rating level of sound emitted

from all fixed plant, machinery and uses associated with the development approved shall not exceed the Plant Noise Emission / rating level limits specified within the submitted 'Noise Impact Assessment, December 2024', prepared by Scotch Partners and 'CCC Environmental Quality & Growth Team Response, March 2025', prepared by Scotch Partners and Lucion Delta Simons.

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

Emergency Back Up Generator

13. Prior to the installation of any emergency back-up generator of each relevant phase, a scheme for the insulation of the emergency generator in order to minimise the level of noise emanating from the said generator shall be submitted to and approved in writing by the local planning authority. The rating level of the generator shall not exceed the Plant Noise Emission / rating level limits specified within the submitted 'Noise Impact Assessment, December 2024', prepared by Scotch Partners and 'CCC Environmental Quality & Growth Team Response, March 2025', prepared by Scotch Partners and Lucion Delta Simons. The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall thereafter be retained as such. The scheme shall include the following: (i) Generator – Use The generator shall only be used in the event of mains power failure or in accordance with (ii) below. It shall not be used as an alternative supply in the event of disconnection from the mains supply following for example non-payment. (ii) Generator - Hours of Running for Maintenance Running of the generator as part of routine maintenance and repair shall only take place for the length of time specified by the manufacturer between the hours of 8am - 6pm Monday to Friday, 9am -1pm Saturday and no time Sunday or Public Holidays.

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

Extraction Ductwork

14. Prior to the commencement of development of each relevant phase, details of the location of associated ductwork, for the purpose of extraction and/or filtration of fumes and or odours of the units / uses shall be submitted to and approved in writing by the local planning authority. The ductwork shall be installed as approved before the use hereby permitted is commenced.

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

Odour/Fume Control

15. Prior to the installation of plant of each relevant phase, a scheme detailing plant, equipment or machinery for the purposes of extraction, filtration and abatement of odours / fumes and to discharge at an appropriate outlet height / level shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be installed before the use is commenced and shall be retained as such.

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

Artificial Lighting

16. Prior to the installation of any artificial lighting of each relevant phase, an artificial lighting scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall include details of any artificial lighting of the site and an artificial lighting impact assessment with predicted lighting levels at proposed and existing residential properties shall be undertaken. Artificial lighting on and off site must meet the Obtrusive Light Limitations for Exterior Lighting Installations of an E3 environmental zone contained within the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light - GN01:21 (or as superseded). The approved lighting scheme shall be installed, maintained and operated in accordance with the approved details / measures.

Reason: To minimise the effects of light pollution on the surrounding area (Cambridge Local Plan 2018 policy 34).

Electric Vehicle Charging

17. Prior to the installation of any electrical services of each relevant phase, an electric vehicle charge point scheme demonstrating a minimum of 50% provision of active electric vehicle charge points designed and installed in accordance with BS EN 61851 (or as superseded) shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- Either at least one Rapid electric vehicle charge point, or at least one Fast electric vehicle charge point (min capacity 23kW), should a Rapid charge point not be technically feasible

- The Rapid and/or fast electric vehicle charge point parking space shall be exclusively reserved for electric vehicle charging.
- Slow electric vehicle charge points with a minimum power rating output of 7kW for remaining spaces up to minimum of 50% provision
- Additional passive electric vehicle charge provision of the necessary infrastructure including capacity in the connection to the local electricity distribution network and electricity distribution board, as well as the provision of cabling to parking spaces for all remaining car parking spaces to facilitate and enable the future installation and activation of additional active electric vehicle charge points as required.

The electric vehicle charge point scheme as approved shall be fully installed prior to first occupation and maintained and retained thereafter.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance Policy 36 of the Cambridge Local Plan (2018) Cambridge City Council's adopted Air Quality Action Plan (2018) and Sustainable Design & Construction SPD (2020).

Waste Management Plan

18. No development, except demolition or site clearance, shall commence of each relevant phase until a scheme for the on-site storage facilities for commercial waste, including waste for recycling have been submitted to and approved in writing by the local planning authority. The scheme shall identify the specific positions of where wheeled bins, or any other means of storage, will be stationed and the specific arrangements to enable collection from within 10m of the kerbside of the adopted highway/ refuse collection vehicle access point. The approved scheme shall be carried out before the use is commenced and shall be retained as such.

Reason: To ensure that the need for refuse and recycling is successfully integrated into the development. (Cambridge Local Plan 2018 policy 57).

Surface Water Drainage

19. No laying of services, creation of hard surfaces or erection of a building shall commence of each relevant phase until a detailed surface water drainage scheme for the site, based on the agreed Drainage Strategy prepared by Heyne Tillett Steel (ref: The Paddocks) dated December 2024 has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented

in full accordance with the approved details prior to occupation of the first dwelling.

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

Surface Water (Construction)

20. No development, including preparatory works, shall commence of each relevant phase until details of measures indicating how additional surface water run-off from the site will be avoided during the construction works have been submitted to and approved in writing by the Local Planning Authority. The applicant may be required to provide collection, balancing and/or settlement systems for these flows. The approved measures and systems shall be brought into operation before any works to create buildings or hard surfaces commence.

Reason To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development itself; recognising that initial works to prepare the site could bring about unacceptable impacts.

Hydrological Report

21. Prior to the commencement of the development of each relevant phase, a detailed hydrological report shall be submitted to and approved in writing by the Local Planning Authority. The report shall provide advice as to whether the development of the site will have any impact upon the groundwater based on long term groundwater monitoring and site specific groundwater modelling. Should the report demonstrate any significant detrimental impact on groundwater, it shall also propose mitigation to be carried out in accordance with a proposed phased programme of implementation. Any mitigation shall be carried out in accordance with approved report and details of timing.

Reason To ensure that there is no increased flood risk on or off site resulting from the proposed development.

Traffic Management Plan

22. No demolition or construction works shall commence on site of each relevant phase until a traffic management plan has been submitted to and agreed in writing with the Local Planning Authority. The principle areas of concern that should be addressed are:

- i. Movements and control of muck away lorries (all loading and unloading should be undertaken off the adopted public highway)
- ii. Contractor parking (all such parking should be within the curtilage of the site and not on street).
- iii. Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway)
- iv. Control of dust, mud and debris, please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway. The development shall be carried out in accordance with the approved details.

Reason: To ensure that before development commences, highway safety will be maintained during the course of development. (Cambridge Local Plan 2018 Policy 81).

Archaeological Investigation

23. No demolition/development shall commence of each relevant phase until the applicant, or their agents or successors in title, has implemented a programme of archaeological work, commencing with the evaluation of the application area, that has been secured in accordance with a Written Scheme of Investigation (WSI) that has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no demolition/development shall take place other than under the provisions of the agreed WSI, which shall include:

- a. the statement of significance and research objectives;
- b. The programme and methodology of investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;
- c. The timetable for the field investigation as part of the development programme;
- d. The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material and digital archives.

Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of archaeological assets affected by this

development, in accordance with national policies contained in the National Planning Policy Framework (DLUHC 2023).

Airport Safeguarding

24. No development should take place of each relevant phase until the developer has engaged further with Cambridge Airport, to allow a more in-depth study to be completed by an Approved Procedure Design Organisation (APDO), to determine the level of impact.

Reason: To avoid the buildings on site endangering the safe movement of aircraft and the operation of Cambridge Airport.

Bird Hazard Management Plan

25. Development shall not commence of each relevant phase until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of: - management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and “loafing” birds. The management plan shall comply with CAST Advice Note 3 ‘Wildlife Hazards Around Aerodromes’ The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: It is necessary to manage the site in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Cambridge Airport.

Glint and Glare Assessment

26. Development shall not commence of each relevant phase until Glint and Glare Assessment 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 ensure that glint and glare from PV panels do not affect pilots operating in and out of Cambridge Airport.

Fire Hydrants

27. No above ground development should take place of each relevant phase until a water scheme for the provision of fire hydrants has been

submitted to and agreed with the fire authority. No occupation of the development must occur prior to the installed fire hydrants being inspected and tested for operational use by the fire authority.

Reason: To ensure an adequate water supply is available for emergency use.

Base Course level

Grey Water Harvesting

28. No development above base course (other than demolition and enabling/ utility diversion works) shall take place of each relevant phase until a detailed scheme for the approved grey water harvesting and recycling strategy has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include relevant drawings showing the location of the necessary infrastructure required to facilitate the water reuse. The development shall be carried out and thereafter maintained strictly in accordance with the approved details.

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

Rainwater Harvesting

29. No development above base course (other than demolition and enabling/ utility diversion works) shall take place of each relevant phase until a detailed scheme for the approved rainwater harvesting and recycling strategy has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include relevant drawings showing the location of the necessary infrastructure required to facilitate the water reuse. The development shall be carried out and thereafter maintained strictly in accordance with the approved details.

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

Public Art

30. No development above ground level, other than demolition, (or in accordance with a timetable agreed in writing by the Local Planning Authority), shall commence of each relevant phase until a Public Art Delivery Plan (PADP) has been submitted to and approved in writing by the Local Planning Authority. The PADP shall include the following:

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

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

Reason: To provide public art as a means of enhancing the development and (Cambridge Local Plan policies 55 and 56 and the Cambridge City Council Public Art SPD (2010)).

Prior to occupation

Landscape Maintenance and Management Plan

31. Before the development is first occupied or brought into use of each relevant phase, a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved.

Reason: To ensure that before any development commences an appropriate landscape and ecological management plan has been agreed (Cambridge Local Plan 2018 policies 57, 59 and 70).

Water Efficiency Calculator

32. Prior to the occupation of the proposed development, or as soon as reasonably practicable after occupation of each relevant phase, evidence in the form of the BREEAM Wat01 water efficiency calculator shall be submitted to and approved in writing by the Local Planning Authority.

Such evidence shall demonstrate the achievement of no less than 5 Wat01 credits. The development shall be carried out and thereafter maintained strictly in accordance with the agreed details set out within the BREEAM Wat01 water efficiency calculator.

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

Water Metering

33. Prior to first occupation of each relevant phase, a comprehensive water metering and monitoring system shall be commissioned and installed within the building to quantify at least daily: the total volume of mains water used, the total volume of greywater reclaimed, and the total volume of rainwater used. No occupation shall occur until such time as the local planning authority has been notified through an independent verification report that the water metering and monitoring system has been installed and is fully functional. The metering and monitoring system shall be retained in a fully functioning operational use at all times and for the lifetime of the development.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction in accordance with Policy 28 of the Cambridge Local Plan 2018, the Greater Cambridge Sustainable Design and Construction SPD 2020, the Written Ministerial Statement on Addressing water scarcity in Greater Cambridge: update on government measures (March 2024) Joint Ministerial Statement on addressing Water Scarcity in Greater Cambridge.

Water Efficiency

34. Water efficiency standards for the scheme shall be carried out in accordance with the target to achieve 5 Wat01 credits and the wider water efficiency specification contained within the Sustainability and Energy Statement, Scotch Partners, December 2024. Any changes to the proposed specification of each relevant phase shall be submitted to and approved in writing by the local planning authority and will only be approved if the amended scheme continues to achieve 5 Wat01 credits. The development shall be carried out in accordance with the agreed details.

Reason: To respond to the serious water stress facing the area and ensure that development makes efficient use of water (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD)

Contamination Remediation

35. The development of each relevant phase shall not be occupied until the approved Phase 3 Remediation Strategy has been implemented in full.

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

Contamination Verification

36. The development of each relevant phase shall not be occupied until a Phase 4 Verification/Validation Report demonstrating full compliance with the approved Phase 3 Remediation Strategy has been submitted to and approved in writing by the Local Planning Authority.

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

Servicing and Operational Noise Minimisation Management Plan / Scheme

37. Prior to occupation of development of each relevant phase, a Servicing and Operational Noise Minimisation Management Plan / Scheme for the service yards shall be submitted in writing to the Local Planning Authority (LPA) for approval. This shall include details of management and operations measures to be undertaken and implemented to mitigate and reduce noise activities / operations as far as are reasonably practicable. The approved plan / scheme shall be implemented and retained thereafter unless otherwise approved in writing by the LPA and shall be reviewed and revised as necessary at the reasonable request of the LPA. The Plan / Scheme should include consideration of but not exhaustively the following operations and activities within:

- i. The Journey to and from the service yard area/s
- ii. Within the Service Yard
- iii. Unloading/Re-loading

- iv. The Return Journey to and from the service yard area
- v. Advice and policy for drivers of service vehicles to minimise noise during collections and deliveries
- vi. Vehicles delivering to/from site
- vii. No idling parked delivery vehicles permitted within the site at any time. Only one delivery vehicle permitted on site at any time
- viii. No use of fork-lift trucks
- ix. No use of delivery cages
- x. A complaints procedure for verifying and responding to complaints about noise / vibration.

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

Water Recycling Centre

38. Prior to occupation of each relevant phase of development, written confirmation from Anglian Water that there is sufficient headroom at the water recycling centre to accommodate the foul flows from the development site shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To protect water quality, prevent pollution and secure sustainable development having regard to paragraphs 7/8 and 187 of the National Planning Policy Framework.

Travel Plan

39. Prior to occupation of the development of each relevant phase the developer shall be responsible for the provision and implementation of a Travel Plan and its monitoring to be agreed in writing with the Local Planning Authority. The Travel Plan shall include suitable measures and incentives to promote sustainable travel to the site, the provision of a travel welcome pack, and monitoring reports to be provided annually. The development shall be implemented in accordance with the approved Travel Plan.

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

Cycle Parking

40. The development shall not be occupied or the permitted use commenced of each relevant phase until details of facilities for the

covered, secure parking of cycles for use in connection with the development have been submitted to and approved in writing by the Local Planning Authority. The details shall include the means of enclosure, materials, type and layout of the cycle store. A cycle store proposed with a flat / mono-pitch roof shall include plans providing for a green roof. Any green roof shall be planted / seeded with a predominant mix of wildflowers which shall contain no more than a maximum of 25% sedum planted on a sub-base being no less than 80 millimetres thick. The cycle store and green roof as appropriate shall be provided and planted in full in accordance with the approved details prior to occupation or commencement of use and shall be retained as such.

Reason: To ensure appropriate provision for the secure storage of bicycles, to encourage biodiversity and slow surface water run-off (Cambridge Local Plan 2018 policies 31 and 82).

Compliance

Use Restriction

41. Notwithstanding the provisions of Article 3 Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and reenacting that order with or without modification), the premises shall be used for Class E(g) uses and for no other purpose (including any other purposes in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any statutory instrument revoking or re-enacting that Order with or without modification).

Reason: The application has been assessed on its individual merits and the use of the premises for any other purpose may result in harm which would require re-examination of its impact. (Cambridge Local Plan 2018 policies 35, 55, 56, 57, and 81).

Tree Protection

42. The approved tree protection methodology will be implemented throughout the development and the agreed means of protection shall be retained on site until all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with approved tree protection plans, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local planning authority. If any tree shown to be retained is damaged, remedial works as

may be specified in writing by the local planning authority will be carried out.

Reason: To satisfy the Local Planning Authority that trees to be retained will not be damaged during any construction activity, including demolition, in order to preserve arboricultural amenity in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees.

Trees Replacement

43. If any tree shown to be retained on the approved tree protection methodology is removed, uprooted, destroyed or dies within five years of project completion, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

Reason: To satisfy the Local Planning Authority that arboricultural amenity will be preserved in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees

Unexpected Contamination

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

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

External Activities

45. No activities associated with the uses approved shall be carried out externally in the open air. Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35).

Collection/Deliveries

46. All service collections / dispatches from and deliveries to the units within the development as approved including refuse / recycling collections shall only be permitted between the hours of 07:00 to 23:00 Monday to Friday and 08:00 to 13:00 on Saturdays. Service collections / dispatches and deliveries are not permitted at any time on Sundays or Public Holidays.

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

Finished Floor Levels

47. Finished floor levels to be set no lower than 150 mm above ground level except in those areas of the site that are shown by the EA Risk of Flooding from Surface Water maps to be at medium/high risk of flooding from surface water where finished floor levels are to be set no lower than 300mm above ground level.

Reason To reduce the risk of flooding to the proposed development and future occupation.

Full Application only

Time Limit

48. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In accordance with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

Approved Plans

49. The development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice.

PAD-PWA-ZZ-00-DR-A-01100 Revision C01 Location Plan

PAD-PWA-ZZ-00-DR-A-01102 Revision C01 Site Boundary Full Application

PAD-PWA-P1-00-DR-A-01201 Revision C01 Full Application Phase 1 Level 00

PAD-PWA-P1-00-DR-A-01202 Revision C01 Site Wide Plan Level 00

PAD-PWA-P1-MZ-DR-A-01203 Revision C01 Site Wide Plan Mezzanine

PAD-PWA-P1-01-DR-A-01204 Revision C01 Site Wide Plan Level 01
PAD-PWA-P1-RF-DR-A-01205 Revision C01 Site Wide Plan Roof
PAD-PWA-P1-00-DR-A-01210 Revision C01 Phase 1 Proposed Plan
Level 00
PAD-PWA-P1-MZ-DR-A-01211 Revision C01 Phase 1 Proposed Plan
Mezzanine
PAD-PWA-P1-01-DR-A-01212 Revision C01 Phase 1 Proposed Plan
Level 01
PAD-PWA-P1-RF-DR-A-01213 Revision C01 Phase 1 Proposed Plan
Roof
PAD-PWA-P1-ZZ-DR-A-01310 Revision C01 Phase 1 Section AA-BB
PAD-PWA-P1-ZZ-DR-A-01311 Revision C01 Phase 1 Section CC-DD
PAD-PWA-P1-ZZ-DR-A-01400 Revision C01 Phase 1 North and South
Elevation
PAD-PWA-P1-ZZ-DR-A-01401 Revision C01 Phase 1 East and West
Elevation

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.

Emergency Generator

50. The emergency back-up generator shall be constructed, installed and maintained thereafter in accordance with the Generator Specifications and Proposed Mitigation Measures detailed in sections 1.19 to 1.27 of the submitted 'CCC Environmental Quality & Growth Team Response, March 2025', prepared by Scotch Partners and Lucion Delta Simons.

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

Substation

51. The substation shall not be installed until a noise insulation/mitigation scheme as required has been submitted to and approved in writing by the local planning authority. The rating level of the generator shall not exceed the Plant Noise Emission / rating level limits specified within the submitted 'Noise Impact Assessment, December 2024', prepared by Scotch Partners and 'CCC Environmental Quality & Growth Team Response, March 2025', prepared by Scotch Partners and Lucion Delta Simons. Any required noise insulation/mitigation shall be carried out as approved and retained as such.

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

Post Construction Statement

52. The development hereby approved shall not be occupied until a post construction statement confirming that the water efficiency provisions as set out in Sustainability and Energy Statement, Scotch Partners, December 2024 have been fully implemented.

Reason: To respond to the serious water stress facing the area and ensure that development makes efficient use of water (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD)

Design Stage Certificate

53. Within 12 months of commencement of development, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM 'excellent' as a minimum will be met, with maximum credits for Wat 01 (water consumption). Where the Design Stage certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall also be submitted identifying how the shortfall will be addressed. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

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

Post Construction Certificate

54. Within 12 months following first occupation, a BRE issued post Construction Certificate shall be submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of

buildings (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

Outline Application only

Reserved Matters

55. No development shall commence until details of the appearance, means of access, landscaping, layout and scale, (hereinafter called the 'reserved matters') have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out as approved.

Reason: This is an outline permission only and these matters have been reserved for the subsequent approval of the Local Planning Authority.

Time Limits

56. Application for approval of the reserved matters shall be made to the local planning authority before the expiration of twelve years from the date of this permission. The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later

Reason: In accordance with the requirements of Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

Approved Plans

57. The development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice.

PAD-PWA-ZZ-00-DR-A-01100 Revision C01 Location Plan

PAD-PWA-ZZ-00-DR-A-01101 Revision C01 Site Boundary

Outline Application Parameter Plans

PAD-PWA-ZZ-ZZ-DR-A-01111 Revision C01 Land Use

PAD-PWA-ZZ-ZZ-DR-A-01112 Revision C02 Building Heights and Layout

PAD-PWA-ZZ-ZZ-DR-A-01113 Revision C02 Landscape and Green Infrastructure

PAD-PWA-ZZ-ZZ-DR-A-01114 Revision C01 Access and Movement

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.

Energy and Sustainability Statement

58. All future reserved matters applications for buildings shall be accompanied by a Sustainability and Energy Statement setting out how they meet the targets and commitments set out in the site wide Sustainability and Energy Statement, Scotch Partners, December 2024 and Circular Economy Statement, Scotch Partners, December 2024. The development shall be carried out in accordance with the agreed details.

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

BREEAM Pre Assessment

59. All future reserved matters applications for the appearance, layout and scale of the development shall be accompanied by a BREEAM pre-assessment prepared by an accredited BREEAM assessor, indicating that all office buildings are capable of achieving a minimum of BREEAM excellent with at least 5 credits achieved for Wat01.

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

Informatives

1. Biodiversity Net Gain informative (standard).
2. To satisfy and discharge Environmental Health conditions relating to artificial lighting, contaminated land, noise / sound, air quality and odours / fumes, any assessment and mitigation shall be in accordance with the scope, methodologies and requirements of relevant sections of the Greater Cambridge Sustainable Design and Construction SPD, (Adopted January 2020) <https://www.cambridge.gov.uk/greater-cambridge-sustainable-design-and-construction-spd> and in particular section 3.6 - Pollution and the following associated appendices: □ 6: Requirements for Specific Lighting Schemes □ 7: The Development of Potentially

3. The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Cambridge Airport. In some instances it may be necessary to contact Cambridge Airport before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

4. Due to the site being within 6km of Cambridge Airport, the crane operator is required to submit all crane details such as maximum height, operating radius, name and phone number of site manager along with installation and dismantling dates to the CAA Airspace Coordination and Obstacle Management Service (ACOMS) system. For notification, please follow the link via CAA website (caa.co.uk). Once crane notification has been received from the CAA, Cambridge Airport safeguarding team will assess and issue the necessary crane permit. No cranes should operate on site until a crane permit has been issued. Specific CAA guidance for crane lighting/markings is given in CAP1096: Guidance to crane users on the crane notification process and obstacle lighting and marking (caa.co.uk).

5. Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in CAST Advice Note 5, 'Renewable Energy' (available at CAST Advice Note 5 "renewable energy developments).

6. The Traffic Management Plan must relate solely to how the operation of the site will affect the adopted public highway and other information, such as noise levels is not a highway matter and should not be included within the plan.

7. Partial discharge of the programme of archaeological works condition can be applied for once the fieldwork at part c) has been completed to enable the commencement of development. Part d) of the condition shall not be discharged until all elements have been Page 22 fulfilled in accordance with the programme set out in the WSI. A brief for the recommended programme of archaeological works is available from the County office upon request.

8. Discharge for the fire hydrants condition can only be given as follows:
a. Partial discharge once a water scheme has been submitted to the fire authority for processing and or a phase of the development is complete. b. Full discharge will be given once all water scheme fire hydrants have been inspected, tested and are ready for operational use. All proposed water schemes and installation inspections can be booked via email to: Hydrants.User@cambsfire.gov.uk All costs for the installations of fire hydrants proposed are to be borne by the developer. The number and location of fire hydrants will be determined following a risk assessment and with reference to guidance contained within the "National Guidance Document on the Provision of Water for Fire Fighting" 3rd Edition, published January 2007. Access and facilities for the Fire Service should also be provided in accordance with the Building Regulations Approved Document B5 Vehicle Access. Dwellings Section 13 and/or Vol 2. Buildings other than dwellings Section 15 Vehicle Access. If there are any buildings on the development that are over 11 metres in height (excluding blocks of flats) not fitted with fire mains, then aerial (high reach) appliance access is required.

9. Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

10. Approval and consent will be required by Anglian Water under S106 of the Water Industry Act 1991 to connect to the public sewer. Contact Development Services Team 0345 606 6087 Option 2.

11. No building will be permitted within the statutory easement width of 3 metres from the public sewer pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087

Option . The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 Option 2 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.

12. All green roofs should be designed, constructed and maintained in line with the CIRIA SuDS Manual (C753) and the Green Roof Code (GRO).
Construction Surface Water

13. Prior to final handover of the development, the developer must ensure that appropriate remediation of all surface water drainage infrastructure has taken place, particularly where the permanent drainage infrastructure has been installed early in the construction phase. This may include but is not limited to jetting of all pipes, silt removal and reinstating bed levels. Developers should also ensure that watercourses have been appropriately maintained and remediated, with any obstructions to flows (such as debris, litter and fallen trees) removed, ensuring the condition of the watercourse is better than initially found. This is irrespective of the proposed method of surface water disposal, particularly if an ordinary watercourse is riparian owned

14. Any double doors need to be electrically opened or be asymmetrical with one leaf being a minimum of 900 mm. The installation of firefighting or fire evacuation lifts should be standard in large buildings, emergency refuge points should be avoided in nearly every such circumstance. The accessible shower room could be a hybrid changing places toilet. The external seating needs a mix of seating, of various heights and with and without arms. Spaces for wheelchairs need to be left to sit alongside seating and use tables. 15. Designing Out Crime Officer comments

Background papers:

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- Cambridge Local Plan 2018

PLANNING COMMITTEE MEETING – 5 June 2025

Amendment/De-brief Sheet

MAJOR PLANNING APPLICATIONS

| | | | |
|---------------------|---|-------|----------|
| Circulation: | First | Item: | 5 |
| Reference Number: | 24/04859/FUL | | |
| Address: | The Paddocks, 347 Cherry Hinton Road, Cambridge | | |
| Determination Date: | 6 June 2025 | | |
| To Note: | n/a | | |
| Amendments to Text: | <p><u>Updates to Planning Report</u></p> <p>Paragraphs 6.14 and 10.236</p> <p>County Transport Team - No objections subject to conditions and mitigation being agreed through a S106</p> <p>The application would increase employment density on the site and a revised contribution of £462,000 is required towards the GCP Cycling Plus schemes.</p> <p>The mitigation is considered to meet the CIL tests as follows: -</p> <p>Necessary to make the development acceptable in planning terms</p> <p>The nearby cycle infrastructure on Cherry Hinton Road and the A1134 is considered to be outdated and in much need of improvement. In particular, the junctions of Cherry Hinton Road with A1134 and with Radegund Road are accident cluster sites and have been highlighted for investment by these schemes.</p> <p>Directly related to the development</p> <p>The applicant details that the proposals will result in an increase in the number of pedestrian, cycle and public transport trips to the site. In the AM peak pedestrian trips increase from 26 to 36. Cycle trips increase from 42 to 148, and public transport trips increase from 19 to 32. In the PM peak pedestrian trips increase from 19 to 29. Cycle trips increase from 31 to 119, and public transport trips increase from 14 to 26. The applicant detailed the distribution of trips to this area. This details that for cyclists, Perne Road A1134 (N) (50%) and Cherry Hinton Road (W) (20%) had the highest distribution with a net</p> | | |

| | |
|--|--|
| | <p>increase of 158 and 64 trips daily respectively between extant and proposed use. This demonstrates that the mitigation sought is directly related to the trips generated by the development as 70% of the walking and cycling trips will pass through the Cherry Hinton Road / A1134 junction, and 50% will pass through the A1134 / Radegund Road junction.</p> <p>Fairly and reasonably related in scale and kind to the development.</p> <p>Contribution rates vary across the County, particularly between Cambridge City and outlying areas. It is reasonable to use as a reference a Cambridge City application for another Cambridge City application when determining the contribution rate. This is because the characteristics of the development will relate to each other, in terms of location and therefore existing and potential transport options.</p> <p>Works to the entrance of the site within the public highway are limited and works on the site to improve walking and cycling only relate to a very small part of the journey not on the public highway.</p> <p>The Voi scooter contribution of £5,000 is agreed to be deducted as this would relate to journeys to and from the site.</p> <p>Phasing of the contribution is accepted.</p> <p>Officers consider that the transport mitigation package required by the County Transport Team complies with the CIL tests and is required to make the development acceptable in planning terms.</p> <p>Comments from the applicant's agent are awaited and will be reported verbally at the meeting.</p> <p><u>Applicants Response to the S106 request from County</u></p> <p>The applicants confirm that they are content to pay a contribution towards transport improvements, but because they have not been given the detail of how the £470k has been calculated, they cannot commit to paying the full amount requested.</p> <p>Other mid-tech schemes, have materially lower requests – more in the region of £120k.</p> |
|--|--|

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|---|---|
| | <p>The applicants have been asking the County Council to explain how the cost has been derived.</p> <p>Without a scope, preliminary design, or outline of what works are expected, it's hard to then justify whether the contributions are reasonably related our scheme.</p> <p><u>Officer Update</u></p> <p>Officers met with the applicants and the County on 3 June. At the time of writing, the financial contribution has not been agreed, however, officers are satisfied that there is a broad understanding and nearing agreement between the parties to the extent that we consider it likely the contribution amount will be settled shortly after planning committee. The recommendation is proposed to be altered accordingly.</p> <p><u>Planning Conditions</u></p> <p>Please see separate Appendix 2 for a full list of conditions</p> |
| Pre-Committee Amendments to Recommendation: | <p>Yes, to include broader scope for officers to agree the financial contribution amounts regarding transport as follows:</p> <p>Approve subject to:</p> <ul style="list-style-type: none"> -The planning conditions as set out on the amendment sheet, with amendments to the conditions as drafted delegated to officers. -Satisfactory completion of a Section 106 Agreement which includes the Heads of Terms (HoT's) as set out in the report with minor amendments to the Heads of Terms <u>and the financial contribution amounts</u> delegated to officers. -A deadline for completion of the S106 agreement by 28 August 2025. If the S106 is not completed within this period, delegated authority is given to officers to refuse the application based on a lack of secured mitigation contrary to the CLP 2018 or to set any such extended period for completion of the S106 as appropriate. |
| Decision: | |

MINOR PLANNING APPLICATIONS

Circulation: First Item: 7

Reference Number: 24/02013/FUL

Address:

Determination Date:

To Note: No Update

Amendments to
Text: -

Pre-Committee
Amendments to
Recommendation: -

Decision:



The Greater Cambridge Design Review Panel

The Paddocks, 347 Cherry Hinton Road, Cambridge

Pre-application ref: PPA/23/00031

Design Review 25 July 2024, hybrid meeting

Confidential

The [Cambridgeshire Quality Charter for Growth](#) sets out the core principles for the level of quality to be expected in new development across Cambridgeshire. The [Greater Cambridge Design Review Panel](#) provides independent, expert advice to developers and local planning authorities against the four core principles of the Charter: connectivity, character, climate, and community.

Attendees

Panel Members:

Simon Carne (Chair) - Architect and Urban Designer, Director at Simon Carne Architect
Chris Jones – Director at BCR Infinity Architects - Character
Fiona Heron – Founder at Fiona Heron Limited - Landscape
Paul Bourgeois - Industrial Lead at Anglia Ruskin University - Character, Climate
Helen Goodwin – Head of Programmes at Design South-East - Community
Dave Murphy - Transport Consultant, Associate at Momentum Transport Consultancy - Connectivity

Applicant & Design Team:

Howard Redhouse – Berwick Hill Properties (client)
Raj Deb – Perkins Will (Architect)
Kate Edmondson – Perkins & Will (Architect)
Nana Ewusi – Perkins & Will (Architectural Assistant)
Randy Forson Perkins & Will (Architectural Assistant)
Matthew Sharpe – Quod (Planning Consultant)
Jessica Leane - Quod (Planning Consultant)
Pollyanna Wilkinson – Studio Pollyanna (Landscape Architect)
Kirsten Elder – Scotch Partners (sustainability)
Wesley Ankrah – Savills (social value)
Richard Dawes – Hollis (Project Manager)

LPA Officers:

Tom Davies –Design Review Panel Manager / Senior Urban Designer
Karen Pell Coggins - Senior Planner / case officer
Emma Lilley – Senior Landscape Officer
Emma Davies – Principal Sustainability Officer
Mark Taylor – Access Officer
Maxine Ross – Design Review Panel Support Officer
Brooke Moore – Design Review Panel Support Officer

Observer(s):

Bonnie Kwok – Design Review Panel Manager / Principal Urban Designer
Michele Eidevik-Skinner - Northstowe Community Development Officer
Anna Pamphilon - Pamphilon Architects (new DRP panel member)
Steve Dering – Direct Access (new DRP panel member)

Jo Williams – Motion spot (new DRP panel member)
Karen Ross – Access Auditor (new DRP panel member)
Leo Wade (work experience student)
Alex Winn (work experience student)

Declarations of Interest

None

Previous Panel Reviews

None

Scheme Description

Redevelopment of the Site for Research and Development (R&D) / offices uses in Use Class E(g)

Site context

The site is currently occupied by a number of low-rise, functional buildings of 2 and 3 storeys. Some are vacant, others occupied by SME's and local organisations.

Outstanding lease periods limit the delivery of all parts of the site until 2038.

The proposals will be the subject of a hybrid planning application (phase 1 detailed and future phases in outline) with the final phase for occupation around 2040. Shell and core, exemplar model, Med tech life science buildings with inherent flexibility, responding to a growing and changing market are proposed. The proposal has been subject to a number of pre-app meetings over the last year. Surveys and studies are in hand to inform the design although many are still in progress. Given the nature of the proposal the inherent flexibility being promoted, definitive metrics and targets are evolving to inform the design as it develops.

The panel are asked to look at the overall proposals for the whole site in the context of its status as work in progress. The panel visited the site prior to the meeting. The developer intends to make a planning application in the next two to three months.

Detailed comments

Community

The Panel considers that the neighbourhood character, community involvement and wider area context have not been explained, documented and used to inform the design proposals. A wider area plan showing facilities, connections and opportunities should be provided to understand the site within its local/neighbourhood context. The proposals have been designed and presented within the context of the physical boundaries of the site but constrained by the red line. A wider understanding of the site and its surroundings should inform the design.

Connections to and through adjoining sites – in particular the adjoining allotments - might offer opportunities for enhanced permeability, and these should be investigated and tested. The site is a cul-de-sac, and so place-making as part of a route or connection is limited unless new connections can be found to knit this community into the wider neighbourhood.

There may be opportunities to reprovide some of the existing facilities and to offer existing occupants continuity of activity as part of the redevelopment of the site, but this does not seem to have been investigated. Opportunities may be available and should be explored as part of the design narrative in the design and access statement. The proposed Life Sciences uses over the longer term should not be at the expense of bringing local people into the site by providing community-focused amenity space that offers something back to the community in response to identification of community needs. The Panel welcomes the engagement with the local community but questioned whether this work has been left late in the process rather than being used to inform the design of the new buildings.

Landscape character

There are challenges to locating the proposals within the relatively low-density suburban neighbourhood. Whilst the Panel accepts that the proposed land use and specific design approach has the endorsement in principle of the planning authority,

the layout, detail, edge treatments, public spaces and landscape character would benefit from a holistic integration with the neighbouring sites. This is not a science park and yet the imagery and formality suggest that the aesthetic is more akin to an out-of-town site. Opportunities to frame space should be investigated which may mean moving away from the rigid grid layout. Viewpoints and enclosure could offer enhancements and should be investigated.

At a detail level the Panel is concerned that the internal pedestrian/cycle streets should be seen as places. Different character areas might be provided focusing on entrances where activities can be combined. Internal/external spaces offer opportunities for detail development of identity. For example, bicycle parking, flexible areas for the food truck, a number of hard rectangular spaces to the west and the end points or gateways could be integrated more seamlessly into the design to develop place making more fully. The Panel accept that below ground services are a major constraint and whilst appreciating the number of new trees proposed, stressed the value of large trees throughout and considered the spaces between proposed buildings would benefit from the planting of large trees.

A landscape design approach to the edges of the site should be developed as part of a suite of codes to inform the development as the proposals progress through the phases. The largest trees are invariably located outside the site boundary and their loss would adversely affect the character of the site.

Internal street planting is heavily reliant on planting in containers through the limitations of the underground services. The Panel acknowledges this constraint but over-provision of such items could be detrimental to the 'immersive' place making intentions if they conflict with movement requirements.

Connectivity

The separation of pedestrian and cycle movements along the central spine is welcomed and 18 metres across the spine could be a starting point for design options. The potential for movement conflict across the main trafficked entrance should be tested against other options. The Panel appreciated that an alternative

pedestrian/cycle access had been investigated but in the absence of that option it was essential that testing options with swept paths for the most challenging vehicles be demonstrated.

Car parking appears to be a reduction on current numbers and is welcomed. It is important to consider the long-term phasing, layouts showing the emerging phases being accommodated would help to explain the scheme and the release of public realm. Flexible spaces for other uses in the long term should be considered. More precise numbers must be derived from an assessment of building occupancy. The site is in a relatively well-connected sustainable neighbourhood and car parking should not dominate. Consolidation of parking provision might provide benefits to the site coverage overall.

Cycle and disabled parking spaces are well located close to entrances. The opportunity to provide more secure bike parking within buildings should be considered, which could also ease space within the public realm. Charging for electric bikes as well as cars should be incorporated. Space for cargo bikes should also be provided.

The one-way vehicle route around the perimeter of the site is a potential annoyance and constraint. The possibility of two-way movements achieved through separate spurs serving each side supported by passing spaces was suggested as a way of reducing on travel distances and delivering a better circulation system.

Climate

The proposals are quoting targets that should be part of a sustainable development, but the Panel is concerned that saying the right things does not guarantee delivery against the metrics and standards chosen. Guidance for life science buildings especially with no identified end user is a challenge. More needs to be done in identifying performance targets that are equivalent to or preferably better than BREEAM Excellent so that details of M&E plant and electric supply and demand requirements can be checked against on site provision. Given the unknown mix of

occupants/tenants and their full energy and water demand requirements, it is essential that a range of scenarios are considered so that peak demand does not push the overall performance of the proposed development into a position whereby the proposed energy and water measures do not satisfy need.

The design team needs to address the wider impact on the community from the climate point of view. The high level of the water table is a major factor limiting options for mitigation on site. Waste and reuse of existing materials will inform the design. The audit of materials is welcomed and should be used to inform the design development. The assessment of local supply chains for materials should be considered so that transport miles are minimised. In relation to the decision to demolish and rebuild, the online LETI guides that offer guidance on embodied carbon, alternative material use, etc. should be reviewed. Materials that cannot be repurposed or incorporated into alternatives uses on-site should be offered via local material re-use organisations and charities to further the circular economy principles offered by the applicant.

Given the current lack of on-site biodiversity, opportunities for exceeding 10% BNG would appear to be available. How these are used to impact other aspects of climate change should be integrated and the Panel were not aware from the presentation that this was being done yet. Heat island effect of hard surfaces, both buildings and surroundings, needs careful consideration and mitigation. Tree planting and the introduction of soft surfaces and use of cool materials should be part of that mitigation. The replacement of 9 trees with 62 would benefit from a robust quantification methodology, e.g. <https://www.uboc.co.uk/tree-replacement-for-carbon-sequestration-parity/> Elevational shading has not been indicated yet but should be part of the elevational design development. This would assist with building cooling and help to mitigate the demand on the proposed air source heat pump heating and cooling strategy offered.

Air Source Heat Pumps and Solar Photovoltaic panels will be incorporated and must be shown on design drawings so that they are attractively integrated. Site wide and/or building based communal battery storage should be considered as an active

means to manage peaks and troughs associated with varying daily, weekly and seasonal use against the on-site generation proposed.

Character – built form

The design would benefit from referencing local character and colour, and exploration of the previous use of the site, and in particular the granaries, could inform the architectural language to create a more site-specific response. At the moment the elevations and materials appear metallic and grey. There are opportunities to express the buildings' uses as educational and knowledge resources. Signage and detail should also be part of the evolving elevational treatments to enhance way-finding, accessibility and inclusivity.

The Panel questioned whether scale and massing opportunities had been thoroughly investigated and tested. From the many valuable sections and reference images this appeared to be a missed opportunity. It was appreciated that the proximity of houses on the south, east and north boundaries were limiting factors, but the opportunity to express the buildings with more height in certain areas - and in the process free up ground floor space for more generous public realm - should be investigated and tested in views and in 3D modelling.

As a general comment the Panel considered the design was perhaps a little too constrained by the grid both internally and within the site layout. Whilst the logic of the site planning was clear, the Panel considered there might be opportunities to create a more fluid sense of arrival, movement through the site and more generous space at the heart of the development created by relaxing the alignment of buildings. Similarly, the creation of a vista that terminates with a building or feature at the northern end of the 'boulevard' would enhance the sense of arrival. The desire for a future-proofed flexibility as a starting point is a valuable discipline but the developing nature of the need and how it is accommodated may offer opportunities in the future to flex the planning within illustrative layouts that express the parameters of the design in plan and section, with the careful integration of any external storage structures/buildings, ideally within the envelopes of the proposed buildings. The Panel particularly noted the cut-off corners on the North end of the site which

seemed to be generated by the car parking layout with no apparent benefit for the whole.

Summary

The design was very well received, and the presentation was clear and well structured. The Panel applauded the use of the site model. It will be invaluable as part of the communication of the scheme and could be further developed with larger scale representation of parts of the scheme as designs are firmed up.

It is important to describe the process, options and resolution of the overall concept which is best described in the Design and Access statement. This should be a priority and be a live document. The initial phase is in development and was not addressed in any detail by the Panel review. How this will look, function and all be accessed from a visitor's arrival, and throughout their journey through the development, prior to and during the construction of all the later phases, currently planned to be spread over many years, should be demonstrated. A further Panel review of future phase design guidelines and parameters would seem valuable. With more local consultation, character assessment, development of design guidelines and metrics and a well documented Design and Access Statement, the outline proposals must set a standard for future phases.

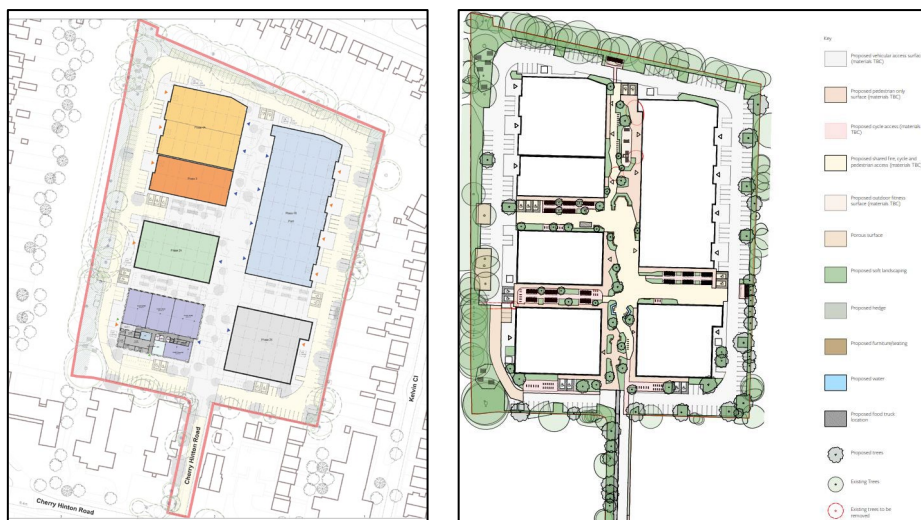
The attendance of the full team was most welcome, and all made valuable contributions to the presentation. There is much still to be done within a very challenging timescale.



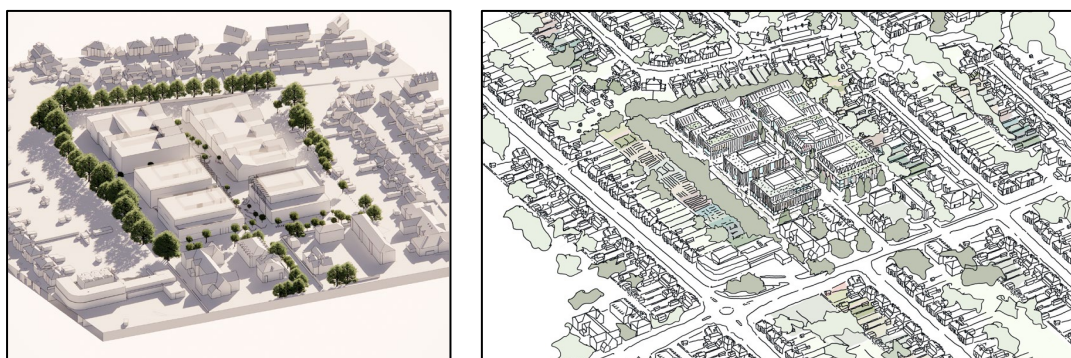
Site location and boundary – extracted from the applicant's DRP presentation document (July 2024)



Site photos – extracted from the applicant's DRP presentation document (July 2024)



Proposed layout – extracted from the applicant's DRP presentation document (July 2024)



Proposed massing aerial view – extracted from the applicant's DRP presentation document (July 2024)

Disclaimer

The above comments represent the views of the Greater Cambridge Design Review Panel and are made without prejudice to the determination of any planning application should one be submitted. Furthermore, the views expressed will not bind the decision of Elected Members, should a planning application be submitted, nor prejudice the formal decision-making process of the council.

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| | |
|-------------------------------------|---|
| Planning Committee Date | 5 June 2025 |
| Report to | Cambridge City Council Planning Committee |
| Lead Officer | Joint Director of Planning and Economic Development |
| Reference | 24/04859/FUL |
| Site | The Paddocks, 347 Cherry Hinton Road, Cambridge |
| Ward / Parish | Coleridge |
| Proposal | Hybrid planning application comprising: a) Full application for Phase 1, to include the demolition of existing buildings and structures, and erection of building (Use Class E(g)) with associated site infrastructure, landscaping, car and cycle parking provision and access, including changes to the existing access road off Cherry Hinton Road. b) Outline application for Phases 2a, 2b, 3, 4 and 5 (with all matters reserved), to include the demolition of existing buildings and structures, and erection of buildings (Use Class E(g)) |
| Applicant | Columbia Threadneedle Investments Ltd. |
| Presenting Officer | Karen Pell-Coggins |
| Reason Reported to Committee | Departure |
| Member Site Visit Date | - |
| Key Issues | <ol style="list-style-type: none"> 1. Principle of development 2. Character and appearance of the area 3. Heritage assets 4. Trees 5. Biodiversity 6. Highway safety and parking 7. Flood risk and water management 8. Residential amenity 9. Carbon reduction and sustainable design 9. Planning obligations 10. Other matters |
| Recommendation | APPROVE subject to conditions and S106 |

1.0 Executive Summary

- 1.1 This hybrid application seeks the redevelopment of The Paddocks site for use Class E(g) (offices, research and development, light industrial) 'mid-tech' uses. The development comprises the demolition of existing buildings and structures, and erection of buildings with associated site infrastructure, landscaping, car and cycle parking provision and access, including changes to the existing access road off Cherry Hinton Road.
- 1.2 The full application is for a single building on Phase 1 to the south west of the site and the outline application for four further buildings on Phases 2 to 5 to the north east, south east, and north west of the site.
- 1.3 The Paddocks is a brownfield site close to the centre of Cambridge. The existing use of the site is for employment purposes under use classes E(g), B2, and B8 uses. The site is surrounded by residential properties.
- 1.4 The site is allocated for residential development for approximately 123 dwellings under Policy 27 of the Local Plan. However, the allocation is not currently proposed to be carried forward into the emerging Local Plan as there are a number of long-term leases on the site which would not enable the delivery of residential development within the local plan period.
- 1.5 The development would retain the site for employment purposes for midtech uses where a need for such uses has been identified. Midtech is defined as "modern general industrial premises that have a greater emphasis on the office / R&D element alongside manufacturing and storage / distribution (Use Class E(g) typically but also covering the wider B8/B2 uses".
- 1.6 The buildings would be flexible and adaptable and provide a variety of unit sizes for a range of uses. 925 jobs would be created.
- 1.7 The principle of the development is considered acceptable as there are material planning considerations which outweigh the theoretical loss of residential provision arising from the current residential allocation.
- 1.8 The development is considered to result in a high quality development which would respond to its context and create a sense of place.
- 1.9 The majority of trees on the site would be retained and protected, and a significant amount of landscaping is proposed within the development to assimilate the development within the area and result in at least a 10% net gain in biodiversity.
- 1.10 The development would be likely to decrease traffic generation to and from the site as the amount of car parking on the site has been reduced. The amount of cycle parking has been increased to encourage travel by more sustainable modes.
- 1.11 The development is not considered to be at significant risk of flooding or increase the risk of flooding to the site and surrounding area as the existing surface water drainage measures on the site would be improved.
- 1.12 The development is considered to be sympathetic to the amenities of neighbours in terms of overbearing mass, loss of light, loss of privacy, and noise.

- 1.13 The development would reduce carbon emissions and protect water resources to mitigate the impact of climate change.
- 1.14 The development has been subject to a Planning Performance agreement with extensive pre-application discussions and a Design Review Panel.
- 1.15 Officers recommend that the Planning Committee approve the application subject to conditions and a Section 106.

2.0 Site Description and Context

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

*X indicates relevance

- 2.1 The site is located to the north of Cherry Hinton Road, in the Coleridge ward within the city of Cambridge. It measures approximately 2.8 hectares in total area.
- 2.2 The site currently comprises The Paddocks Business Centre which has a mix of employment uses under use classes E (offices and light industrial), B2 (general industrial), and B8 (storage and distribution). The current floor space is approximately 12,663 square metres (gross internal area).
- 2.3 There are a range of office and industrial buildings on the site which vary in scale and height from smaller single storey units to larger two and three storey units.
- 2.4 There is a central access road which runs north to south together with a secondary access road around part of the perimeter of the site. There are currently 309 vehicle parking spaces and 95 informal cycle parking spaces adjacent to the units. The site boundaries have fencing and trees.
- 2.5 Access to the site is from Cherry Hinton Road and consists of a road with footpaths on both sides. There is an area of trees and landscaping to the west of the site entrance.
- 2.6 The site is allocated for residential development (R7- 123 dwellings) under Policy 27 of the Local Plan.
- 2.7 There are Tree Preservation Orders on the site covering areas of trees along the northern and western boundaries and two individual trees along the southern boundary.

- 2.8 The site is situated in Flood Zone 1 (low risk) but is subject to surface water flood risk.
- 2.9 There are two existing telecoms masts to the north of the site.
- 2.10 The site is surrounded by residential development in Chalmers Road to the north (two storey), Kelvin Close to the east (two storey), and Jasmine Court, Burling Court and Brooklyn Court (three storey) and Cherry Hinton Road (two storey) to the south. There are allotments gardens to the west which are Protected Open Space with residential development in Perne Road beyond (two storeys). Adkins Corner Neighbourhood Centre lies to the south west.
- 2.11 Cherry Hinton Park and Garden is a Protected Open Space approximately 400 metres to the east. It comprises Cherry Hinton Hall, The Lodge and Gate piers which are grade II listed buildings and the Cherry Hinton Hall Bird Sanctuary which is a City Wildlife Site.

3.0 The Proposal

- 3.1 This hybrid application seeks the following: -
- a) Full application for Phase 1, to include the demolition of existing buildings and structures, and erection of building (Use Class E(g)) with associated site infrastructure, landscaping, car and cycle parking provision and access, including changes to the existing access road off Cherry Hinton Road.
 - b) Outline application for Phases 2a, 2b, 3, 4 and 5 (with all matters reserved), to include the demolition of existing buildings and structures, and erection of buildings (Use Class E(g))
- 3.2 The development comprises a maximum total of 24,500 square metres (gross internal floor area) of flexible employment floorspace consisting of offices, research and development, and light industrial uses known as 'Midtech'. It will provide a total of 925 full time jobs. The development will be delivered in six separate phases comprising of four buildings. The access to Cherry Hinton Road would be retained and redesigned. A new internal access road provided around the perimeter of the site. 200 vehicle parking spaces and 388 cycle parking spaces would be provided. A new central spine landscaped area would be provided with pedestrian and cycle access.
- 3.3 The full application (Phase 1) is supported by a Design and Access Statement and Detailed Plans.
- 3.4 Phase 1 consists of a single building with a floorspace of approximately 3,400 square metres (gross internal floor area). The building would be of a large scale and two and three storeys in height with a flat roof design. It would have a rooftop plant enclosure. There would be a terrace and solar pv panels on the roof. The materials of construction would be brick plinth and vertical metal cladding for the walls. Refuse stores and a substation would be provided to the west along with an external amenity area.
- 3.5 The building would be provided as a shell and core design with flexible open plan spaces which can be single unit or smaller units adapted to suit the occupiers.

- Internal floor height would be 8.4 metres at ground floor level and 4.2 metres at the higher level.
- 3.6 Vehicle parking spaces would be provided to the south and west of the building with some temporary spaces within the phase 2b boundary to the east. Spaces would be allocated for disabled motorists and electric charging. Two cycle parking areas would be provided to the south of the building. The site also includes an area for electric scooter parking.
- 3.7 The access to Cherry Hinton Road would be retained and redesigned to provide a two way carriageway with integrated cycle lanes with separate footpaths to both sides.
- 3.8 The outline application (Phase 2 to 5) is supported by a Design Code, Parameter Plans (land use, building heights and layout, landscape and green infrastructure, access and movement), and an Illustrative Masterplan.
- 3.9 Phases 2 to 5 consists of 4 further buildings with one potentially adjoined to Phase 1. The buildings would have a minimum floorspace of 11,995 square metres gross external floor area and a maximum floorspace of 24,090 square metres gross external floor area.
- 3.10 The land use parameter plan shows the developable site area with reference to the root protection zone of the protected trees on the site and a 25 metre separation distance for daylight and sunlight protection to residential properties.
- 3.11 The building heights and layout parameter plan shows the general arrangement of the buildings in a grid style layout either side of a main central landscape spine aligned north to south with secondary landscape spines aligned east to west.
- 3.12 The maximum scale and floorspaces of the buildings (GEA) would be as follows:
-
Phase 2A - 4,726 square metres
Phase 2B - 3,628 square metres
Phase 3 - 2,349 square metres
Phase 4 - 4,338 square metres
Phase 5 - 7,188 square metres
- 3.13 The maximum heights of the buildings would be approximately three storeys high but reduced to two storeys closer to some of the boundaries of the site. The heights of the buildings are set out later in the report.
- 3.14 The landscape and green infrastructure parameter plan shows the existing trees around the perimeter of the site to be retained and a new central landscape spine. There would be a new landscaping area to the west of the access road.
- 3.15 The access and movement parameter plan shows the main access from Cherry Hinton Road to the south with vehicular cycle and pedestrian access, the vehicular route around the perimeter of the site, and the shared cycle and pedestrian routes through the central spine. It also shows existing and proposed parking zones.
- 3.16 The Design Code sets out further details of the scheme in terms of the Sustainability Principles (climate resilience, energy, biodiversity, water, health and wellbeing, social value), Masterplan Design Principles (building use, building

flexibility, building composition, building arrangement, green infrastructure and public realm, building heights, building massing, building setbacks, roofscape, access, frontages and elevations, character palette, facade hierarchy, facade materiality), Landscape and Public Realm Principles (landscape character areas, landscape layouts, green infrastructure, outdoor amenity, central landscaping zone, site perimeter, tree planting strategy, tree location plan, landscape phasing strategy), and Building Design Principles (architectural character types, facade design principles, character building design principles).

- 3.17 The application has been amended to address a number of consultee and neighbour concerns raised and further consultations have been carried out as appropriate.

4.0 Relevant Site History

- 4.1 24/03682/SCRE - EIA Screening Opinion under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for the redevelopment of the existing Paddocks Business Centre for new commercial development in Use Class E(g) - EIA not required
- 4.2 22/01768/TELNOT - Remove existing 17m phase 4 monopole and replace with phase 8 monopole with antennas and wraparound cabinet - No objections
- 4.3 15/1635/FUL - Change of use from office to class D2 Assembly & Leisure or class B1(a) Offices in the alternative - Approved (Suites 1 to 4 Lincoln House)

5.0 Policy

5.1 National

National Planning Policy Framework 2024
 National Planning Practice Guidance
 National Design Guide 2021
 Environment Act 2021
 Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
 Conservation of Habitats and Species Regulations 2017
 Equalities Act 2010
 Planning and Compulsory Purchase Act 2004
 Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design
 ODPM Circular 06/2005 – Protected Species
 Circular 11/95 (Conditions, Annex A)

5.2 Cambridge Local Plan 2018

Policy 1: The presumption in favour of sustainable development
 Policy 2: Spatial strategy for the location of employment development
 Policy 3: Spatial strategy for the location of residential development
 Policy 5: Sustainable transport and infrastructure
 Policy 27: Site specific development opportunities
 Policy 28: Sustainable design and construction, and water use
 Policy 31: Integrated water management and the water cycle
 Policy 32: Flood risk
 Policy 33: Contaminated land
 Policy 34: Light pollution control
 Policy 35: Human health and quality of life
 Policy 36: Air quality, odour and dust

Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding
 Policy 40: Development and expansion of business space
 Policy 41: Protection of business space
 Policy 42: Connecting new developments to digital infrastructure
 Policy 55: Responding to context
 Policy 56: Creating successful places
 Policy 57: Designing new buildings
 Policy 59: Designing landscape and the public realm
 Policy 60: Tall buildings and the skyline in Cambridge
 Policy 61: Conservation and enhancement of historic environment
 Policy 67: Protection of open space
 Policy 70: Protection of priority species and habitats
 Policy 71: Trees
 Policy 80: Supporting sustainable access to development
 Policy 81: Mitigating the transport impact of development
 Policy 82: Parking management
 Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

5.3 **Supplementary Planning Documents**

Biodiversity SPD – Adopted February 2022
 Sustainable Design and Construction SPD – Adopted January 2020
 Cambridgeshire Flood and Water SPD – Adopted November 2016

6.0 **Consultations**

Latest comments to amendments

Internal Consultees

6.1 **Trees Officer – No objections subject to conditions**

Sets out that the level of tree retention proposed is acceptable at this stage and root protection areas and canopy spreads are protected for later applications and adequate space is provided for new trees.

Recommends conditions in relation to a phased tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP), a site meeting to discuss the AMS, implementation of the phased tree protection methodology, and replacement of any trees removed.

6.2 **Nature Conservation Officer – No objections subject to conditions**

Sets out that the survey effort is acceptable as the line of existing boundary trees and majority of other site trees are proposed for retention and the BNG baseline and the biodiversity net gain landscape scheme are satisfactory

Recommends conditions in relation to a Biodiversity Net Gain and an ecological enhancement scheme.

6.3 **Landscape Officer – Requests further information, as amended.**

Sets out that Phases 1, 2A, and 2B are acceptable but concerns are maintained in relation to Phases 4 and 5 with regards to the massing, height, and roof form and resulting incongruous structures adjacent to the residential context. The

central landscape spine width is now acceptable but the amenity spaces should have less cycle parking and further landscaping is required in the vehicle parking areas.

6.4 Urban Design Officer – No objections, as amended, subject to conditions

Sets out that improvements have been made to the massing of the buildings in the later phases but the massing and height may seem too intense and dominant on the public realm and finer grain buildings are preferred which would better reflect the character of the generally smaller buildings (mainly houses) in the surrounding area.

Recommends conditions in relation to materials.

6.5 Sustainability Officer – No objections, as amended, subject to conditions

Sets out that sustainability elements now included in the design code are welcomed, as well as points of clarification in the sustainability response.

Recommends conditions in relation to BRE Design Stage Certificate, BRE Post Construction Certificate, rainwater and greywater harvesting, water efficiency calculator, water metering, water efficiency implementation, sustainability strategy implementation and also implementation of sustainability and energy strategies and BREEAM pre assessment for later phases.

6.6 Conservation Officer – No objections

Sets out that the proposal will not adversely affect the setting of Listed Buildings.

6.7 Access Officer – Comments

Sets out the requirements for disabled access.

6.8 Environmental Health Officer – Has no objections, as amended, subject to conditions

Sets out that the information provided in response to the original comments in relation to noise (sound monitoring data), noise / hours (24-hour operation justification) and air quality (back-up generator) is now agreed.

Recommends conditions in relation to a Phase 1 contamination investigation, Phase 2 contamination investigation, contamination remediation, contamination verification, unexpected contamination, material management plan, demolition and construction environmental management plan, commercial operational noise impact assessment / mitigation (including plant), emergency back-up generator noise insulation, substation noise insulation, commercial extraction discharge ductwork, odour / fume control, no external activities, collection/delivery hours, servicing and operational noise minimisation management plan / scheme, artificial lighting, electric vehicle charge point - Phase 1 (detailed) air quality, emergency back-up generator- air quality, and construction method statement.

6.9 Waste Officer – No objections subject to a condition

Sets out the requirements for waste management at the site.

Recommends a condition in relation to a waste management plan.

6.10 Policy Officer – Comments

Sets out that the site is allocated for residential purposes in the current Local Plan and material considerations need to be demonstrated to justify the employment use.

6.11 S106 Officer – No Objection

Sets out that employment, skills and training opportunities for local people should be secured through a Section 106.

External Consultees

6.12 Active Travel England – Has no objections, as amended, subject to a condition and appropriate mitigation towards active and sustainable travel.

Sets out that some of the infrastructure outside the site is of poor quality such as the bus stops on Mowbray Road and Cherry Hinton Road, narrow footways on the roundabout, unsegregated cycle ways on 30 mph roads which are not suitable for all users, and shared cycle and footways which may cause conflict.

Recommends conditions in relation to cycle parking to include the provision of lockers, changing, showers, drying areas, lighting and CCTV if in an area of poor surveillance.

6.13 County Highways Development Management – No objections subject to a condition

Recommends a condition in relation to the submission of a Traffic Management Plan during demolition and construction.

6.14 County Transport Team – No objections subject to conditions and mitigation being agreed

Sets out that the development proposes a design led approach to parking provision with low vehicle parking and vehicle trip generation.

Recommends conditions in relation to a travel plan and cycle parking details.

Requires a contribution of £467,000 towards the GCP Cycling Plus schemes to improve the provision of cycling on Cherry Hinton Road between the site and Hills Road, and the A1134 Perne Road and Brooks between Cherry Hinton Road and Coldhams Lane. This also includes a £10,000 contribution towards the installation of additional waiting restrictions in the area within 500m of the site by CCC if required.

6.15 Lead Local Flood Authority – Has no objections, as amended, subject to conditions.

Sets out that surface water from the development can be managed through the use of blue roofs which would result in a reduction in the existing runoff rate by 37%.

Recommends conditions in relation to a detailed surface water drainage for the site based on the Drainage Strategy for Phase 1 and later phases, measures indicating how additional surface water run-off from the site will be avoided during the construction works, finished floor levels, and a hydrological report and mitigation with regards to the impact upon groundwater levels to ensure that the development would not result in an increase in the risk of flooding.

6.16 Environment Agency – Has no comments

6.17 Anglian Water – No objections, as amended, subject to conditions

Sets out that the site is within the catchment of Cambridge Water Recycling Centre (WRC), which currently lacks the capacity to accommodate the additional flows generated by the development but is in the growth plan from 2025-2030, the sewerage system network at present has available capacity for used water flows from the development, and the surface water discharge rate is acceptable.

Recommends conditions in relation to written confirmation from Anglian Water confirming there is sufficient headroom at the water recycling centre to accommodate the foul flows from the development and detailed designs for the surface water drainage scheme based upon the Flood Risk assessment for each phase of the development.

Also requests informatives with regards to protection of assets, connection to the public sewer, building near to public sewers, drainage details not approved for adoption,

6.18 County Archaeology – No objection subject to a condition

Sets out that the development is located in an area of archaeological potential.

Recommends a condition in relation to a programme of archaeological work.

6.19 Cambridge Airport Safeguarding – No objections, as amended, subject to conditions

Sets out that the development has been examined from an aerodrome safeguarding perspective.

Recommends conditions in relation to further engagement with Cambridge Airport to allow a more in-depth study to be completed by an Approved Procedure Design Organisation (APDO) to determine the level of impact, a bird hazard management plan, and a glint and glare assessment.

Also requests informatives with regards to crane details and wind turbines.

6.20 Police Architectural Liaison Officer – No objections, as amended subject to conditions

Sets out secured by design and security measures.

Recommends conditions in relation to lighting, CCTV cameras, cycle stands/racks, external doors, landscaping heights, path widths, signage, internal doors, reception control, curtain walling, access control, alarms, roof terrace protection, and substation enclosure.

6.21 Fire Authority – No objections subject to a condition

Recommends a condition in relation to the provision of fire hydrants.

6.22 Design Review Panel Meeting – 25 July 2024

6.23 The final report states the following: -

The design was very well received, and the presentation was clear and well structured. The Panel applauded the use of the site model. It will be invaluable as part of the communication of the scheme and could be further developed with larger scale representation of parts of the scheme as designs are firmed up.. it is important to describe the process, options and resolution of the overall concept which is best described in the Design and Access statement. This should be a priority and be a live document. The initial phase is in development and was not addressed in any detail by the Panel review. How this will look, function and all be accessed from a visitor's arrival, and throughout their journey through the development, prior to and during the construction of all the later phases, currently planned to be spread over many years, should be demonstrated. A further Panel review of future phase design guidelines and parameters would seem valuable. With more local consultation, character assessment, development of design guidelines and metrics and a well documented Design and Access Statement, the outline proposals must set a standard for future phases.

6.24 A copy of the review letter is attached in full at appendix 1.

7.0 Third Party Representations

7.1 12 representations have been received.

7.2 Those in objection have raised the following issues:

- Principle of development- Loss of housing site, Class E uses, opening hours, need for development, loss of small offices, loss of low spec unit with low rent, no benefit to local community
- Character and appearance- higher than existing buildings, out of character with surroundings, poor design and materials
- Residential amenity- loss of privacy, loss of light, overshadowing, towering over neighbours, noise, anti-social behaviour
- Construction impacts- long construction period, noise, vibrations, dust, asbestos, health and safety
- Highway safety- increased traffic and congestion on Cherry Hinton Road
- Biodiversity- impact on wildlife

8.0 Member Representations

8.1 No member representatives have been received.

9.0 Local Interest Groups and Organisations

9.1 Cam Cycle objects to the application on the grounds of the lack of access permeability to the site and lack of quality cycle parking.

- 9.2 The above representations are a summary of the comments that have been received. Full details of the representations are available on the Council's website.
- 10.0 Assessment**
- 10.1 Principle of Development**
- 10.2 Policy 1 of the Cambridge Local Plan (2018) sets out the presumption in favour of sustainable development.
- 10.3 Policy 2 outlines the spatial strategy for the location of employment development. The strategy will support Cambridge's economy, offering a wide range of employment opportunities, with particular emphasis on growth of the Cambridge Cluster of knowledge-based industries and institutions and other existing clusters in the city, building on existing strengths in 'knowledge-based' activities.
- 10.4 Policy 3 outlines the spatial strategy for the location of residential development. The strategy is to focus the majority of new development in and around the urban area of Cambridge.
- 10.5 Policy 27 identifies the specific sites considered suitable for development to contribute towards Cambridge's needs to 2031 in Appendix B. Site R7 allocates 2.79 hectares of existing mixed commercial land at The Paddocks, 347 Cherry Hinton Road, Cambridge for a residential development (123 dwellings).
- 10.6 Policy 40 encourages development to come forward for new offices, research and development and research facilities in specific areas of the city, which this site sits outside. Policy 40 states that proposals for the development of these uses elsewhere in the city will be considered on their merits.
- 10.7 Policy 41 seeks to retain protected industrial sites and also states that there will be a presumption against the loss of any employment uses outside protected industrial sites.
- 10.8 Paragraph 78 of the National Planning Policy Framework (NPPF) states that local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing.
- 10.9 Paragraph 85 states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt.
- 10.10 Paragraph 87 states that planning policies and decisions should recognise and address the specific locational requirements of different sectors.
- 10.11 Paragraph 125 states that planning policies and decisions should, amongst other criteria, give substantial weight to the value of using suitable brownfield land within settlements.
- 10.12 The application is supported by a Planning Statement and Response to Policy Comments document.
- 10.13 The site is located in the Coleridge ward within the city of Cambridge. It currently comprises mixed commercial uses. Policy 27 of the Local Plan allocates the site for residential purposes.

- 10.14 The proposal seeks redevelopment of the site for employment purposes under Class E(g)(i) consisting of offices, research and development, and light industrial uses known as 'Midtech'.
- 10.15 The Greater Cambridge Warehouse and Industrial Space Needs Report (March 2025) defines Midtech as "modern general industrial premises that have a greater emphasis on the office / R&D element alongside manufacturing and storage / distribution (Use Class E(g) typically but also covering the wider B8/B2 uses.
- 10.16 The Policy Officer has commented that as the adopted Local Plan 2018 allocates the site for residential use, any application for different uses would need to demonstrate material considerations why this is suitable and consider the impacts of not delivering the residential uses.

The Greater Cambridge Local Plan First Proposals document proposes that the site is retained for existing (mixed commercial) uses. Whilst the principle of the loss to residential was accepted in the Local Plan 2018, there are material considerations which have arisen since the plan was adopted. Evidence prepared at First Proposals (Preferred Options) stage and to underpin the Draft Greater Cambridge Local Plan indicates the importance of retaining and increasing the supply of industrial land within Cambridge/Greater Cambridge. Loss of industrial business space should be considered in the planning balance, and the applicant should consider impact of their proposals on industrial land supply.

The Greater Cambridge Employment Land and Economic Development Evidence Study (Nov 2020) concluded that the demand for residential and other uses has pressurised land values and reduced the industrial supply in Cambridge, leading to rental increases for industrial units. There is a land use efficiency logic to removing these lower value activities from the City. However, at a certain point this becomes inefficient with customers and employees having to travel too far (or not travelling at all) to businesses outside of the city. As a result some industrial locations should be protected in the city to support the economic needs and diversity of employment opportunities. Release of these sites should be assessed on a site by site basis however in reality there are a limited number of industrial areas remaining.

The Greater Cambridge Employment and Housing Evidence Update (Jan 2023) concludes that whilst the need for office/ R&D floorspace to 2041, is essentially met through current supply and positively met and exceeded through current proposals, an additional 149,200 sqm of industrial/warehouse space is required when balanced with current supply and additional floorspace maybe required over and above the allocations proposed in the Greater Cambridge Local Plan First Proposals.

- 10.17 The applicant's case in favour of the development as follows: -
- i) The site is occupied by a number of long term leases and it is not available for housing within the adopted Local Plan period.
 - ii) Policy S/LAC of the Emerging Greater Cambridge Local Plan - First Proposals removes residential allocation R7: The Paddocks, 347 Cherry Hinton Road and seeks to retain the site for employment.

- iii) The Greater Cambridge Housing Trajectory and Five Year Housing Land Supply April 2025 does not make an allowance for housing on the Paddocks site.
- iv) The existing site is actively managed and there is continued demand for commercial space.
- v) The existing buildings are in need of redevelopment to meet current building standards, including sustainability credentials and tenant expectations. This has been confirmed by a Building Survey and Pre-Demolition Audit in July 2024.
- vi) The proposed development will not result in the loss of employment uses, as the proposed development will provide new high quality flexible and adaptable buildings designed to meet the needs of the current and future employment market.
- vii) The “Greater Cambridge Growth Sectors Study: Life science and ICT locational, land and accommodation needs (September 2024) emphasises that Greater Cambridge remains one of the most desirable places in the UK and the world for both the ICT and life sciences sectors. Greater Cambridge will need to enhance its offer to support its existing ecosystem and continue to compete on the national and international scale.
- viii) The Greater Cambridge Warehouse and Industrial Space Needs Evidence Base report identifies a significant demand for ‘Mid-tech’ spaces. It recommends a need of 31,700sqm floorspace in Greater Cambridge, in locations with enhanced urban connectivity, urban fringe, or proximity to science parks. The proposed Paddocks development, which is centrally located within a 15-minute ecosystem of other Cambridge science and technology clusters, would meet this identified need in Cambridge. In total, approximately 24,500sqm of GIA in Use Class E(g), is proposed across the site.
- ix) The redevelopment of brownfield land is supported in national and local policy, and there is a locally identified need for the provision of a range of types and sizes of floorspace in established employment clusters in Cambridge.
- x) The development will be delivered over a phased period with the final phase planned to be delivered in 2040. All existing tenant leases will expire before redeveloping the respective phases of the site. This allows the existing tenants time to plan and relocate and tenants with leases that expire during any of the development phases would be given the opportunity to lease units in the new buildings.

Loss of housing land

- 10.18 The Greater Cambridge Housing Trajectory and Five Year Housing Land Supply Report (April 2025) sets out how the delivery of housing granted planning permission on allocated and unallocated housing sites in Cambridge City and South Cambridgeshire will contribute to the housing requirement set out in the Local Plans.

- 10.19 Appendix C sets out an assessment of each site in the Greater Cambridge housing trajectory. For the application site, it states the following: -

The site was originally allocated in the Cambridge Local Plan 2006 (adopted in July 2006) and the allocation has been carried forward into the Cambridge Local Plan 2018 (adopted in October 2018, Site R7). The site is allocated for 123 dwellings.

The Council’s preferred approach as set out in the Greater Cambridge Local Plan – First Proposals (November 2021) is to not carry this allocation forward into the new Greater Cambridge Local Plan, as it is considered more appropriate to retain the site for the existing mixed commercial uses. The Council will continue to

review through the plan making process whether or not to carry forward this allocation into the new Local Plan.

The agent has advised that the site remains occupied by a number of long term leases, such that the site is not available for housing within the adopted plan period. Although the site is suitable for redevelopment for housing, there is a stronger need to retain its employment use, and that optimising the employment use of this brownfield site is a more sustainable use of the land

The Council has therefore made no allowance for housing on this site by 2045 in this housing trajectory.

In accordance with the definitions of deliverable and developable in the glossary of the NPPF, this site is not considered deliverable or developable as although the site is allocated in the Cambridge Local Plan 2018, the Council and the landowner consider that it more appropriate to retain the site for commercial uses.

- 10.20 The report concludes that the two authorities jointly have a housing land supply of 5.5 years from 2025 to 2030. This excludes the application site.

Retention and increase of employment development

- 10.21 The Greater Cambridge Warehouse and Industrial Space Needs Report (March 2025) sets out that there are a number of different industrial occupiers seeking space across Greater Cambridge. This includes:
- i. manufacturers who wish to grow or benefit from local labour and skills;
 - ii. general industrial operators servicing the local population and market;
 - iii. distributors to support requirements of households and businesses; and
 - iv. midtech operators who need a mixed space typology for R&D prototyping and testing.
- 10.22 The report states that there is a good range of existing industrial parks in the city, road corridors and surrounding villages. The highest floorspace for industrial uses relates to manufacturing (24.5%) and the lowest relates to general industrial (4.3%). There has been a general increase in manufacturing, mid-tech, and distribution but a decrease in wholesale.
- 10.23 The report identifies that there are existing mid tech uses at The Bourn Quarter and Accelerator Park in Sawston.
- 10.24 There is a demand for an additional 31,700 square metres of midtech floorspace in unit sizes of 100 to 2000 square metres in locations with enhanced connectivity to labour market, on the urban fringe or in close proximity to the science parks.
- 10.25 The Greater Cambridge Growth Sectors Study: Life science and ICT locational, land and accommodation needs (September 2024) sets out the employment space requirements for the 'key sectors' that notably drive employment growth in Greater Cambridge.
- 10.26 The report states that there is a well-established network of science and technology parks that each play a particular role in the knowledge ecosystem. Employment in the area is dominated by the professional, scientific and

technical services sector (21%) which includes scientific research and development, followed by education (15%), health (14.0%) and ICT (9.0%).

- 10.27 The report identifies existing life science uses at Cambridge Biomedical Campus, Cambridge Science Park, Babraham Research Park, Granta Park, Great Abington, and the Wellcome Genome Campus, Hinxton.
- 10.28 There is a demand for 600,000 square metres of life sciences floorspace with 10% in start-ups with units sizes of 0 to 200 square metres in existing locations, 40% for scale ups with units sizes of 200 to 2,500 square metres in parts of larger developments, 30% for larger scales of with unit sizes of 2500 to 5,000 square metres, and 20% for larger scale with units sizes of over 5,000 square metres both in integrated place based locations with quality premises with amenities and good sustainable connections.

Summary

- 10.29 Taking into consideration the limited potential for the delivery of housing on the site due to the long term leases on the existing commercial units and current five year housing land supply together with the evidential need for midtech uses in sustainable brownfield locations, the provision of flexible and adaptable units in a variety of sizes for a range of uses, and the creation of 925 jobs, officers are of the view that there are material considerations in this case for supporting redevelopment of the site for employment purposes which would outweigh the allocated loss of the site for housing land.
- 10.30 A condition would be attached to any consent to restrict the development to Class E(g) uses to ensure that it contributes towards the identified need for midtech uses.
- 10.31 Whilst the proposal would not accord with Policies 3 and 27 of the Local Plan, the proposal would accord with Policies 2, 40 and 41 of the Local Plan. Material considerations indicate the principle of the proposal development is acceptable.
- 10.32 **Character and Appearance - Design, Layout, Scale and Landscaping**
- 10.33 Policy 55 seeks development to respond positively to its context which has drawn inspiration from the key characteristics of its surroundings to create distinctive and high quality places.
- 10.34 Policies 56 and 57 support the creation of successful places through development that is designed to be attractive, high quality, accessible, inclusive and safe.
- 10.35 Policy 59 requires external spaces, landscape, public realm, and boundary treatments to be designed as an integral part of new development proposals and coordinated with adjacent sites and phases.
- 10.36 Policy 60 sets out criteria for the assessment of tall buildings and the skyline in Cambridge.
- 10.37 Paragraph 131 of the NPPF states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve.

- 10.38 Paragraph 135 of the NPPF sets out the key criteria in relation to design to achieve successful developments
- 10.39 The application is supported by a Design and Access Statement, Design Code, Supplementary Information, Parameter Plans, and a Townscape and Visual Impact Assessment.
- 10.40 The site currently comprises The Paddocks Business Centre which consists of a range of office and industrial buildings which vary in scale and height from smaller single storey units to larger two and three storey units. The buildings include L shaped linear and rectangular plan forms and flat, mansard, monopitch, and pitched roofs designs. The materials range from bricks, pebble dash render, and metal cladding for the walls and tiles to corrugated metal sheeting for the roofs. Overall, the site has an office building at the entrance with industrial units across the remainder of the site.
- 10.41 The existing buildings are arranged to the east and west of a main central access road and there is a secondary access road between some of the buildings and around part of the perimeter of the site. There are currently 309 vehicle parking spaces and 95 informal cycle parking spaces adjacent to the access road and around the perimeter of the site.
- 10.42 The central access has some trees and landscaping and the site boundaries are aligned by mature trees and landscaping and/or high timber fences.
- 10.43 The site is surrounded by residential development in Chalmers Road to the north (two storey), Kelvin Close to the east (two storey), and Jasmine Court, Burling Court and Brooklyn Court (three storey) and Cherry Hinton Road (two storey) to the south. There are allotments gardens to the west which are Protected Open Space with residential development in Perne Road beyond (two storeys). Adkins Corner Neighbourhood Centre lies to the south west.
- 10.44 Phase 1 would be situated in the south western part of the site. It would consist of a single building which would be sited approximately 90 metres back from Cherry Hinton Road, 20 metres from the main southern boundary of the site, and 22 metres from the western boundary of the site. The siting of the building would be set further back from Cherry Hinton Road and the southern site boundary than existing building at Lincoln House.
- 10.45 The northern elevation of the building facing the plot for Phase 2A and the southern elevation facing Burling Court and Brooklyn Court would measure approximately 47.5 metres in width and the eastern elevation facing the main central landscape spine and the western elevations facing towards Perne Road would measure 33 metres in length. The overall scale of the building in terms of its footprint would be similar to existing buildings on the site although it is noted that it would be larger than the adjacent residential buildings.
- 10.46 The building would be part two storey and part three storey. It would measure approximately 10.3 metres in height to the parapet adjacent to the southern elevation and approximately 14.4 metres in height set back 12.3 metres from the southern elevation. The higher set back area would have a rooftop plant enclosure of 2.8 metres in height. The existing building at Lincoln House is three storeys and approximately 9.4 metres in height. The area of the new building closest to the southern boundary of the site would be approximately 0.9 metres higher than the existing building but the higher part of the building away from the

boundaries of the site would be approximately 5 metres higher and 7.8 metres higher including the external plant enclosure. The overall height of the development would be similarly close to the southern boundary but would rise to a significantly greater height further away from the boundary.

- 10.47 The building would have a simple and relatively rectangular block plan form which would in keeping with the plan form of existing buildings on the site and buildings in the area.
- 10.48 The building would have a stepped eastern elevation and height with recessed element and lower height at the entrance to the site. The facades of the front lower element building would comprise vertical fins to add interest, and the eastern elevation would have a glazed entrance feature and full height glazing at ground floor level and features at first and second floor levels to create an active frontage. All elevations would have windows. The building would have a flat roof design. Whilst the flat roofs of the building would reflect the design of some of the existing buildings on the site, it would not be in keeping with the residential context which comprises mainly pitched roofs. However, the building would have a high quality and contemporary design which is considered to create a sense of place and enhance the character and appearance of the area.
- 10.49 The building walls would be constructed from a brick plinth with vertical metal cladding above in a light shade for the lower element and darker shade for the higher element. The roof plant enclosure would be constructed from perforated metal. The materials of construction are considered to be in keeping with some of the materials of the existing buildings but would be modern represent a building of its time. A condition would be attached to any consent to agree the precise materials to ensure it results in a quality development which preserves the character and appearance of the area.
- 10.50 The building would comprise an external amenity space in the form of a roof terrace and there would be a small grass amenity space to the south west under the trees. Ancillary buildings such as refuse stores and a substation would be provided to the west and are considered acceptable.
- 10.51 24 vehicle parking spaces would be provided to the south and west of the building and 5 temporary spaces within the phase 2b boundary. Two spaces would be for disabled motorists and 14 spaces would have electric vehicle charging. Two cycle parking areas with 55 spaces would be provided to the south of the building. This would consist of 10 covered staff Sheffield stands, 38 covered two tier stands, 4 visitor Sheffield stands, and 3 covered cargo cycle spaces. The site also includes an area for electric scooter parking.
- 10.52 Vehicular, cycle, and pedestrian access to the site is from Cherry Hinton Road to the south. Further details of the access are set out in the Highway safety and Transport Impact section of the report. There would be a vehicular route around the perimeter of the site, and shared cycle and pedestrian routes through the central spine.
- 10.53 Phases 2 to 5 would be situated to the northern and south eastern part of the site. It consists of 4 further buildings with one adjoined to Phase 1. Phase 2A would be sited to the north of Phase 1, Phase 3 and 4 would be sited to the north west, Phase 5 would be to the north east and Phase 2B would be to the south east. The buildings would be sited to the east and west of the main central landscape spine at varying distances to create articulation and interest.

- 10.54 Phase 2A would be set back approximately 120 metres from Cherry Hinton Road and 24 metres from the western boundary. It would be sited in a similar position to existing buildings on the site.
- 10.55 Phase 2B would be set back approximately 90 metres from Cherry Hinton Road and 60 metres from Kelvin Close. It would be 20 metres from the southern boundary and 15 metres from the eastern boundary. It would be set back further from the southern and eastern boundaries than the existing building.
- 10.56 Phases 3 and 4 would be set back approximately 180 metres from Cherry Hinton Road and 60 metres from Chalmers Road, It would be 15 metres from the northern boundary and 20 metres from the western boundary. Part of the building would be closer to the northern boundary than the existing building.
- 10.57 Phase 5 would be set back approximately 140 metres from Cherry Hinton Road, 60 metres from Chalmers Road, and 65 metres from Kelvin Close. It would be 15 metres from the northern boundary and 20 metres from the eastern boundary. The building would be further from the northern boundary and in a similar position with regards to the eastern boundary.
- 10.58 The overall siting of the buildings is considered to reflect the general layout of the existing site.
- 10.59 The maximum scale and floorspaces of the buildings (GEA) would be as follows:
Phase 2A - 48 metres width x 42 metres length - 4,726 square metres
Phase 2B - 43 metres width x 38 metres length - 3,628 square metres
Phase 3 - 51 metres width x 21 metres length - 2,349 square metres
Phase 4 - 51 metres width x 41 metres length - 4,338 square metres
Phase 5 - 41 metres width x 89 metres length - 7,188 square metres
- 10.60 The scales of the buildings in terms of footprints are considered to be similar to the existing buildings.
- 10.61 The maximum heights of the buildings would be 17.75 metres closer to the centre of the site and the buildings would step down at approximately 13 metres from the edge of the site with lower sections at 14.95 metres and 10.95 metres in height buildings closer to the eastern and western boundaries. The heights of the buildings would be significantly higher than the existing buildings in these areas of the site which are mainly single to two storeys in height.
- 10.62 The buildings would have simple rectangular plan forms.
- 10.63 The design of the buildings would vary across the site. Two different character types would be provided to the north and south. The zone to the south would be the prominent arrival point and would comprise gateway buildings. The buildings would have flat roofs. The zone to the north would have less prominent buildings and some would have varied roofscapes to delineate the units. All buildings would have a vertical emphasis and incorporate articulation and design features to create interest and activity at ground level. Entrances to the buildings would be from the main central spine and clearly legible. The general design principles of the buildings are supported.

- 10.64 The materials of construction would be metal cladding which is complementary in colour and tone to Phase 1 and contemporary in appearance to reflect innovation which is welcomed.
- 10.65 There would be a new landscaping area to the west of the access road and a main central landscape spine which would enhance arrival to the site. The main landscape spine would be aligned north to south and have a maximum width of 18 metres and the secondary landscape spines would be aligned east to west and have maximum widths of 16 metres. The main landscape area would comprise large and medium sized tree planting, an avenue of trees, raised large planting beds, seating, a water feature, and fitness offer. It would have pedestrian and cycle access only and some small pockets of visitor cycle parking. The eastern and western landscape areas would comprise smaller trees and planting beds, seats, areas for food vans, and cycle stores. There would be a range of hard surface materials from paving to bonded gravel. Soft landscaping would comprise approximately 90 new trees and consist of native trees, hedges, and shrubs with biodiversity and seasonal interest. The landscape strategy will be phased in relation to the development. The main central landscape spine would provide an attractive public realm which would create a sense of place and enhance the quality of the development. The secondary landscaped areas would provide a pleasant space close to the central spine but more functional spaces closer to the edges of the site which is satisfactory.
- 10.66 The Landscape Officer has commented that previous concerns raised in relation to the quality of the townscape being created as experienced from Cherry Hinton Road, the impact on residential receptors to the south, and the width of the landscape corridor have now been addressed.
- 10.67 However, there are still some concerns in relation to the massing and height of Phases 4 and 5 upon the residential context of the site and residential receptors, lack of landscaping in car parking areas, the provision of cycle parking in the public realm, and the lack of a focal point tree at the end of the landscape spine.
- 10.68 The Urban Design Officer also has some concerns in relation to the massing and height of Phases 4 and 5 upon the residential context of the site and prefers smaller and finer grain buildings.
- 10.69 The applicants' agent has responded to the Landscape Officer's comments as follows: -
- A spatial separation of at least 45m will be maintained between the nearest residential properties and the buildings on Phases 4 and 5 and the existing tree planting along the boundary is protected by TPO's and would be infilled to reduce visibility from neighbouring properties and provide an enhanced buffer to the surrounding context.
- 10.70 Whilst the comments of the Landscape and Urban Design Officers are noted in relation to the impact of the later phases of the buildings upon the residential context and receptors, the development is not considered to be out of keeping with the character and appearance of the area. The Design Code sets out that the buildings would have varied forms, heights, rooflines, and elevation treatment which would ensure that its mass would be appropriate. The detailed design of the buildings would be subject to future reserved matters applications.

- 10.71 The proposed building on Phase 1 would be mainly visible from close public viewpoints in Cherry Hinton Road and Wulfstan Way along the access road to the site and beyond the existing three storey buildings and trees at Jasmine Court, Burling Court, Brooklyn Court, and beyond the lower buildings and trees at Adkins Corner.
- 10.72 Whilst it is acknowledged that the higher elements of the building would be significantly greater in height than the existing buildings and surrounding residential context, given its position set approximately 92 metres from Cherry Hinton Road and the rendered verified views provided in the Townscape and Visual Impact Assessment and Amended Viewpoints documents, the proposal is not considered to result in a visually dominant and intrusive mass of development which would adversely affect the character and appearance of the area. The development is unlikely to be highly visible from longer distance viewpoints.
- 10.73 The proposed buildings on Phases 2 to 5 would mainly be visible from close viewpoints in Cherry Hinton Road, Chalmers Road, Kelvin Close, and Wulfstan Way along the access road to the site and beyond the existing two and three storey buildings and trees at Jasmine Court, Burling Court, Brooklyn Court, Chalmers Road, and Kelvin Close.
- 10.74 Whilst it is acknowledged that the higher elements of the building would be significantly greater in height than the existing buildings and surrounding residential context, given its position set approximately 92 metres from Cherry Hinton Road and approximately 60 metres from Chalmers Road and Kelvin Close and the rendered verified views provided in the Townscape and Visual Impact Assessment and Amended Viewpoints documents, the proposal is not considered to result in a visually dominant and intrusive mass of development which would adversely affect the character and appearance of the area. The development is unlikely to be highly visible from longer distance viewpoints.
- 10.75 The comments of the Police Designing Out Crime Officer and Access Officer are noted. However, it is not considered reasonable to add conditions in relation to specific types of security measures or internal means of accessibility. However, these will be added as informatives to any consent.
- 10.76 In summary, the siting, scale, height, design, and materials of the building on Phase 1 is considered to represent a high quality development which be in keeping with the context of the site and would preserve the character and appearance of the area.
- 10.77 In summary, the Design Code for the buildings on Phases 2 to 5 are considered to represent a high quality development which be in keeping with the context of the site and would preserve the character and appearance of the area.
- 10.78 The proposal would accord with Policies 55, 56, 57, and 59 of the Local Plan and the NPPF.

Heritage Assets

- 10.79 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that a local authority shall have regard to the desirability of preserving features of special architectural or historic interest, and in particular, Listed Buildings.

- 10.80 Policy 61 of the Cambridge Local Plan (2018) requires development to preserve or enhance the significance of heritage assets, their setting and the wider townscape.
- 10.81 Policy 62 seeks the retention of local heritage assets and where permission is required, proposals will be permitted where they retain the significance, appearance, character or setting of a local heritage asset.
- 10.82 Paragraphs 212 and 216 of the NPPF set out the considerations in relation to heritage assets.
- 10.83 Cherry Hinton Hall and The Lodge and Gate piers are grade II listed buildings situated approximately 400 metres to the east of the site.
- 10.84 Cherry Hinton Hall is a Tudor style country house built in 1839. The Lodge is ancillary to the hall also built in 1839. The significance of the listed buildings are their historic and architectural character and parkland setting.
- 10.85 The Conservation Officer has commented that the intervisibility study provided, indicates that there will be no intervisibility between Cherry Hinton Hall or The Lodge and the new buildings due to the distance between them and the intervening buildings and vegetation. Therefore, the listed buildings' settings will not be affected, and no harm caused.
- 10.86 Cambridgeshire County Council Historic Environment Team has commented that the proposed development is located in an area of archaeological potential.
- 10.87 Recommends a condition in relation to a programme of archaeological works to safeguard any important archaeological assets.
- 10.88 The development is considered to preserve the setting of the listed buildings and any important archaeological remains and would not result in harm to the significance of designated or non-designated heritage assets.
- 10.89 The proposal would accord with the provisions of the Planning (LBCA) Act 1990, Policies 61 and 62 of the Local Plan, and the NPPF.
- 10.90 **Trees**
- 10.91 Policy 71 of the Local Plan seeks to preserve, protect and enhance existing trees and hedges that have amenity value and contribute to the quality and character of the area.
- 10.92 Paragraph 136 of the NPPF states that trees make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change. Opportunities should be taken to incorporate trees on streets and elsewhere in developments, that appropriate measures are in place to secure the long-term maintenance of newly planted trees, and that existing trees are retained wherever possible.
- 10.93 The application is supported by an Arboricultural Impact Assessment, Tree Survey and Tree Protection Plan.

- 10.94 The site comprises a number of trees. There are Tree Preservation Orders covering areas of trees along the northern and western boundaries and two individual trees along the southern boundary.
- 10.95 There are 34 individual trees, 21 trees groups on the site. These comprise of 8 category A trees (high quality), 184 category B trees (moderate quality), 25 category C trees (low quality), and 2 category U trees (unsuitable for retention) on the site.
- 10.96 The development would not result in the loss of any category A trees. However, it would result in the loss of 9 category B trees, 3 category C trees, and 1 category U tree. A small internal hedge would also be lost. All other trees would be retained and protected during development.
- 10.97 The Trees Officer has commented that given the level of tree retention proposed the proposal is acceptable at this stage. As detailed applications come forward it will be necessary to ensure that root protection areas and canopy spreads are respected and protected from any aspect of development with the potential to cause the removal of or harm to any tree shown to be retained. Detailed plans will also need to provide adequate space for replacement and new trees of stature. Forthcoming detailed applications must be supported by an updated Arboricultural Impact Assessment for approval.
- 10.98 Recommends conditions in relation to a phased tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP), a site meeting to discuss the AMS, implementation of the phased tree protection methodology, and replacement of any trees removed.
- 10.99 The development is not considered to result in the loss of any important trees which make a significant contribution to the visual amenity of the area and the development would provide a high quality central landscape spine, a new landscape area adjacent to the main access road and additional landscaping along the secondary spines, perimeter of the site, and boundaries p to mitigate the impact of the trees lost.
- 10.100 The proposal would accord with Policy 71 of the Local Plan.
- 10.101 **Biodiversity**
- 10.102 The Environment Act 2021 and the Biodiversity SPD (2022) requires development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting.
- 10.103 Policy 69 of the Local Plan only permits development if it will not have an adverse impact on, or lead to the loss of, part or all of a site of biodiversity importance.
- 10.104 Policy 70 seeks to protect and enhance priority species and habitats.
- 10.105 The application is supported by an Ecological Appraisal including a Bat Survey and Badger Survey, and Biodiversity Net Gain Assessment, and DEFRA Metric.
- 10.106 Cherry Hinton Hall Bird Sanctuary is a City Wildlife Site situated approximately 500 metres to the east of the site. It is a woodland of 1ha or more in area with 5 or more woodland plants.

- 10.107 Given the separation distance from the Bird Sanctuary, the development is not considered to adversely affect the City Wildlife Site.
- 10.108 The site comprises existing buildings, hardstandings, bare ground, grassland, scrub, trees, hedges, and ornamental planting.
- 10.109 The line of trees on the site has been identified as an important ecological feature at site level.
- 10.110 Building 10 has moderate suitability and Buildings B2 and B3 have low suitability to support roosting bats. A number of mature trees have bat roost features. The Bat Survey did not record any emergence or re-entry of the buildings by bats but did record some commuting along boundaries and passes. No badger setts or features were recorded on the site. No pond were identified within 250 metre of the site. The habitats on the site are of poor suitability for reptiles. There are suitable habitats for birds and hedgehogs on site.
- 10.111 The pre-development baseline biodiversity value of the site is 5.70 habitat units and 0.56 linear units.
- 10.112 New habitats created following the development include modified grassland, mixed scrub, introduced shrubs, urban trees, and native hedges. This would result in an increase in 0.74 habitat units (13%) and 3.31 linear feature units (591%).
- 10.113 The Nature Conservation Officer has commented that the survey effort is acceptable. The line of existing boundary trees and majority of other site trees are proposed for retention in line with the mitigation hierarchy. Content with the habitat type, area and condition assigned to form the BNG baseline as detailed within the Biodiversity Net Gain Report (Aspect Ecology, Dec 24). The proposed landscape scheme demonstrates a 13.07% uplift in area habitat units and a 590.90% uplift in Hedgerow units. The latter offers a large margin of error and a significant betterment. Whilst the former is close to the minimum 10% mandatory uplift. Further enhancement might be possible through the use of biodiverse green roofs on suitable buildings.
- 10.114 Recommends conditions in relation to a Biodiversity Net Gain and an ecological enhancement scheme.
- 10.115 The development is not considered to adversely affect any protected species and would overall result in an excess of 10% gain in biodiversity.
- 10.116 The proposal would accord with the Environment Act, Policies 69 and 70 of the Local Plan, and the Biodiversity SPD.
- 10.117 **Highway Safety and Transport Impacts**
- 10.118 Policy 80 of the Local Plan supports developments where access via walking, cycling and public transport are prioritised and is accessible for all.
- 10.119 Policy 81 states that developments will only be permitted where they do not have an unacceptable transport impact.

- 10.120 Policy 82 requires development to meet the parking standards set out in Appendix L. Office uses require a maximum of 1 vehicle parking space per 40 square metres outside controlled parking zones including disabled car parking (5% as employees not currently known). Office uses require a minimum of 2 cycle parking spaces for every 5 members of staff or 1 per 30 square metres Gross Floor Area (whichever is greater) and some visitor parking on merit.
- 10.121 Paragraph 116 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 10.122 The application is supported by a Transport Assessment, Travel Plan, Response to Cambridgeshire County Council Transport Team comments and Response to Active England Comments.
- 10.123 The site is located on Cherry Hinton Road which is a busy through road which leads from the city centre towards Cherry Hinton and then out of the city towards Fulbourn. It links with the ring road at Perne Road/Mowbray close to the site. The road has a speed limit of 20 miles per hour where the existing access joins the road. The northern side of Cherry Hinton Road has a segregated cycle path/footpath and the southern side has is an integrated cycle lane on the road with a separate footpath.
- 10.124 The existing access to the site is a two way road with footpaths to both sides. The western side has a gate but the eastern side appears to be blocked by a fence.
- 10.125 The site is situated approximately 160 metres from a bus stop to the west of the site on Cherry Hinton Road adjacent to Adkins Corner. This bus stop is served by the Citi 3 service from Fison Road to Cherry Hinton via Cambridge city centre and the railway station. It has a good service with buses every 15 minutes in the day and 30 minutes in the evening Mondays to Fridays.
- 10.126 The site is situated approximately 275 metres from a bus stop to the east of the site on cherry Hinton Road or south of the site on Wulfstan Way. These bus stops are served by the Citi 2 service from Milton to Addenbrookes Hospital via the city centre. It has a good service with buses every 20 minutes in the day and 30 minutes in the evening Mondays to Fridays.
- 10.127 The site is situated approximately 2km from the Cambridge Railway Station to the west. The station has train services to a number of villages close by and towns and cities further afield such as Royston, Ely, and London. The station can be accessed by walking or cycling along Cherry Hinton Road and Hills Road.
- 10.128 The application proposes works to revise the design of the access on to Cherry Hinton Road. The access would be 6 metres wide with integral cycle lanes provided on each side of the road with a width of 1.7 metres. A new 2 metre wide segregated footpath provided along the western side of the road. Dropped kerbs will be provided on both sides of the access for the footpath on Cherry Hinton Road. Within the site, there will be a two way vehicle route to the south of the buildings and a raised table with a crossing point from the footpath to the central spine. The perimeter of the site would have a one way vehicular route.

- 10.129 The existing site has a floorspace of approximately 12,663 square metres (GIA) and comprises development under classes E(g), B2, and B8. The existing trip generation of the site based upon the TRICS land use database is estimated to be approximately 154 two-way vehicle trips in the AM peak hour and 114 two-way vehicle trips in the PM peak hour. A significant proportion of the trips are by cars but there are some trips by heavy goods vehicles, and light goods vehicles.
- 10.130 The proposed development would have a maximum floorspace of 25,900 square metres (GEA) and comprise development under Class E(g). The proposed trip generation of the site based upon the amount of vehicle parking spaces provided on the site and travel by vehicles to Cambridge Science Park is estimated to be approximately with the addition of deliveries is 96 two-way vehicle trips in the AM peak hour and 77 two-way vehicle trips in the PM peak hour. A significant proportion of the trips are by cars but there are some trips by heavy goods vehicles, and light goods vehicles.
- 10.131 The estimated mode shares of employees would be 44% cycling, 11% walking, 9% public transport use, 28% vehicle use, and 8% other based upon Cambridge Science park data. The distribution of pedestrian and cyclists trips shows that the highest would be from Perne Road north and Cherry Hinton Road west.
- 10.132 200 vehicle parking spaces would be provided which is calculated at 1 space per 130 square metres and 388 cycle parking spaces would be provided based on the number of staff working at the site at one time. This results in a reduction in 109 vehicle parking spaces from the existing 309 spaces and an increase in 293 cycle parking spaces from the existing 95 spaces. 5% would be accessible parking spaces and 50% would have electronic vehicle charging point. Vehicle and cycle parking would be provided adjacent to the buildings. An e-scooter parking area would be provided close to the central spine.
- 10.133 Cambridgeshire County Council Development Control Team has no objections subject to a condition to agree a Traffic Management Plan during demolition and construction to ensure the development is not detrimental to highway safety.
- 10.134 Cambridgeshire County Council Transport Assessment Team comments that the Transport Assessment for this development proposes a design led approach to parking provision with low vehicle parking and vehicle trip generation. This is possible because of the high quality walking, cycling and public transport routes that have been, or are to be implemented in this area. This transport infrastructure will enable the car mode share to fall, and for the mode share for walking, cycling and buses to increase.
- 10.135 Recommends conditions in relation to a travel plan and cycle parking details to encourage travel by sustainable modes of transport and a Section 106 contribution of £467,000 towards the GCP Cycling Plus schemes to improve the provision of cycling on Cherry Hinton Road between the site and Hills Road, and the A1134 Perne Road and Brooks between Cherry Hinton Road and Coldhams Lane. This also includes a £10,000 contribution towards the installation of additional waiting restrictions in the area within 500m of the site by CCC if required.
- 10.136 Active Travel England has commented that some of the infrastructure outside the site is of poor quality such as the bus stops on Mowbray Road and Cherry Hinton Road, narrow footways on the roundabout, unsegregated cycle ways on 30 mph

roads which are not suitable for all users, and shared cycle and footways which may cause conflict.

- 10.137 Recommends a condition in relation to cycle parking to include the provision of lockers, changing, showers, drying areas, lighting and CCTV if in an area of poor surveillance.
- 10.138 The applicants have not agreed the required mitigation package to date and a further update on the position will be reported on the amendment sheet.
- 10.139 The decrease in the amount of vehicular traffic generated from the site is considered to represent a benefit.
- 10.140 The comments of Cam Cycle are noted. The applicants have explored additional connections to the site particularly onto Cherry Hinton Road but these are not deliverable due to land ownership issues. This is accepted and is not required as part of the development. The application significantly reduces the amount of vehicle parking on the site and increases the amount of cycle parking from the current situation to encourage more sustainable travel and has been accepted by the County Transport Team. The cycle parking details would be a condition of any consent.
- 10.141 The development is not considered to result in an increase in traffic generation which would be detrimental to highway safety. The site is located close to bus routes and the station with easy accessibility by public transport, cycling, and walking and would reduce the amount of vehicle parking spaces on the site and increase the amount of cycle parking spaces on the site which would encourage travel by more sustainable modes,
- 10.142 The proposal accords with Policies 80, 81, and 82 of the Local Plan and the NPPF. Subject to a S106 obligation to improve cycle and walking infrastructure in the area, the proposal is acceptable.
- 10.143 **Flood Risk and Water Management**
- 10.144 Policy 31 of the Local Plan requires developments to have appropriate sustainable foul and surface water drainage systems.
- 10.145 Policy 32 states that development will be permitted if an assessment of the flood risk is undertaken following the principles of the National Planning Policy Framework.
- 10.146 Paragraph 170 states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.
- 10.147 The application is supported by a Flood Risk Assessment (FRA), Drainage Strategy, and LLFA Response.
- 10.148 The site is located in Flood Zone 1 (low risk) as it is not in close proximity to any watercourses. However, the northern and eastern areas of the site are subject to surface water flood risk (high risk).

- 10.149 Offices have a less vulnerable flood risk vulnerability classification as defined in Annex 3 of the NPPF which is compatible with Flood Zone 1 (low risk) as outlined in Table 2 of the NPPG.
- 10.150 The FRA advises that there has been no historic flooding on the site and hydraulic modelling for the Coldhams Brook carried out by the Environment Agency in 2013 showed that the site remained free from flooding from all storm events 5%, 1%, 0.1% and 0.1% plus 20% climate change.
- 10.151 The site currently comprises mainly buildings and hardstanding and the proposed development would not increase the amount of non-permeable surfaces on the site.
- 10.152 Surface water from the development would discharge to SUDS incorporated within the buildings and landscape areas and surface water sewers. The SUDS includes the provision of blue green roofs on all buildings with blue paved terraced areas and natural drainage in landscaped areas. The provision of soakaways is not feasible on the site due to shallow ground water levels and there is no watercourse close to the site to receive the discharge of surface water.
- 10.153 Foul water from the development would discharge from the buildings to pipes below and then by gravity to the existing public foul water sewer to the west of the site.
- 10.154 The Local Lead Flood Authority has commented that the Flood Risk Assessment and Drainage Strategy documents demonstrate that surface water from the proposed development can be managed through the use of blue roofs, restricting surface water discharge to 771.1 l/s for a 1 in 100year storm + 40%. This is a 37% reduction on the existing runoff rate. Water quality has been adequately addressed when assessed against the Simple Index Approach outlined in the CIRIA SuDS Manual.
- 10.155 Recommends conditions in relation to a detailed surface water drainage for the site based on the Drainage Strategy for Phase 1 and later phases, measures indicating how additional surface water run-off from the site will be avoided during the construction works, finished floor levels, and a hydrological report and migration with regards to the impact upon groundwater levels to ensure that the development would not result in an increase in the risk of flooding.
- 10.156 Anglian Water has commented that the site is within the catchment of Cambridge Water Recycling Centre (WRC), which currently lacks the capacity to accommodate the additional flows generated by the proposed development. However, Cambridge WRC is included within our Business Plan as a named growth scheme with investment delivery planned between 2025-2030. The sewerage system network at present has available capacity for used water flows from the development. The proposed surface water strategy to discharge into Anglian Water surface water sewer at a restricted rate of 7.0ls for the entire site is acceptable.
- 10.157 Recommends conditions in relation to written confirmation from Anglian Water confirming there is sufficient headroom at the water recycling centre to accommodate the foul flows from the development and detailed designs for the surface water drainage scheme based upon the Flood Risk assessment for each

phase of the development to ensure that the development would not result in water pollution.

10.158 The development is not considered to be at significant risk of flooding and would not result in a significant increase in flooding to the site and surrounding area and would protect water resources from pollution.

10.159 The proposal is in accordance with Policies 31 and 32 of the Local Plan and the NPPF.

10.160 Residential Amenity

10.161 Policy 60 of the Local Plan sets out criteria for the assessment of tall buildings and the skyline in Cambridge. It includes amenity in terms of overlooking or overshadowing, and adequate sunlight and daylight.

10.162 Paragraph 135 of the NPPF states that planning policies and decisions should ensure that developments, amongst other criteria, create places with a high standard of amenity for existing and future users.

10.163 The application is supported by a Daylight and Sunlight Assessment.

10.164 The nearest neighbours to the site are located to the north in Chalmers Road, east in Kelvin Close, south in Jasmine Court, Cherry Hinton Road, Burling Court, and Brooklyn Court, and west in Perne Road.

10.165 Phases 2 to 5 of the development are indicative only at this stage and will be considered further at the reserved matters stage. The assessment below is based upon the maximum parameters with all measurements being approximate.

10.166 The Daylight and Sunlight Assessment has evaluated the impact of the development upon daylight in terms of the vertical sky component (VSC) in relation to the amount of light reaching a window. 202 windows of neighbouring properties were assessed. All of the 202 windows will meet the target values set out in the BRE guidance of at least 27%.

10.167 The Daylight and Sunlight Assessment has evaluated the impact of the development upon daylight in terms of the distribution of light within a room. 119 rooms of neighbouring properties were assessed. All 119 rooms will meet the target values set out in the BRE guidance as they would receive direct skylight of not less than 0.8 times its former value.

10.168 The Daylight and Sunlight Assessment has evaluated the impact of the development upon sunlight in terms of the distribution of sunlight within a room. 70 rooms of neighbouring properties were assessed. All 70 rooms will meet the target values set out in the BRE guidance of more than 25% of annual probable sunlight hours, or more than 5% of annual probable sunlight hours between 21st September and 21st March and; more than 0.8 times its former sunlight hours during either period and; a reduction in sunlight received over the whole year less than 4% of annual probable sunlight hours.

10.169 The Daylight and Sunlight Assessment has evaluated the impact of the development upon overshadowing of gardens of neighbouring properties. All the gardens will meet or exceed the BRE target values because at least 50% of the

area receives at least two hours of direct sunlight on 21 March, or the reduction in area receiving sun on that date is less than 20%.

- 10.170 All of the tests undertaken demonstrate that the development would comply with the BRE guidance in relation to daylight and sunlight.

Brooklyn Court

- 10.171 The properties in Brooklyn Court are three storey flats with communal gardens. They appear to have habitable room windows in their north elevation facing the site.
- 10.172 Phase 1 of the development would be sited to the north of these properties.
- 10.173 The building would be sited to the rear of Brooklyn Court and have a maximum width of 48 metres. The height of the building would be 10.75 metres at a distance of approximately 25 metres increasing to a maximum of 17.75 metres at a distance of approximately 37 metres from the dwellings and a maximum of 10.75 metres at a distance of 20 metres increasing to 17.75 metres at a distance of 32 metres from the boundary of the gardens.
- 10.174 Taking into consideration the 25 degree rule for developments which directly face an obstruction as set out in the BRE Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice for developments, the development would not obstruct the 25 degree vertical angle of view measured from the sill height of the lowest ground floor windows of the properties and boundary of the gardens. The development is not considered to be unduly overbearing in mass or result in a significant loss of light which would adversely affect the amenities of these properties.
- 10.175 The first floor windows in the building would be sited approximately 25 metres from the windows in the rear elevation and 20 metres from the boundary of the gardens which is considered to be a satisfactory separation distance and would not result in a severe loss of privacy. There are also some trees along the boundary.

Burling Court

- 10.176 The properties in Burling Court are three storey flats with communal gardens. They appear to have habitable room windows in their west elevation facing towards the side of Brooklyn Court but no habitable windows in their rear elevation facing the site.
- 10.177 Phase 1 of the development would be sited to the north of these properties.
- 10.178 The building would be sited to the side of Burling Court and have a maximum width of 48 metres. The maximum height of the building would be 10.75 metres at a distance of approximately 24 metres increasing to a maximum of 17.75 metres at a distance of approximately 36 metres from the dwellings and a maximum of 10.75 metres at a distance of 20 metres increasing to 17.75 metres at a distance of 32 metres from the boundary of the gardens.
- 10.179 Taking into consideration the BRE guidance, the development would be to the side of the properties and obstruct the 45 degree horizontal angle of view but would not obstruct the 45 degree vertical angle of view measured from the sill

height (1.2 metres) from the lowest ground floor windows of the properties towards the building and the gardens. The development is not considered to be unduly overbearing in mass or result in a significant loss of light which would adversely affect the amenities of these properties.

- 10.180 The first floor windows in the building would be sited approximately 24 metres from the windows in the west elevation at an oblique angle and 20 metres from the boundary of the gardens which is not considered to result in a severe loss of privacy particularly given the relationship of the existing building which has windows closer to the property. There are also some trees along the boundary.

Cherry Hinton Road

- 10.181 No. 349A Cherry Hinton Road is a two storey, detached dwelling which has a small rear garden to the north. It has habitable room windows in its north and west elevations. There is a fence along the boundaries.
- 10.182 Phase 1 of the development would be sited to the north west and Phase 2B of the development would be sited to the north of this property.
- 10.183 The Phase 1 building would be sited to the side of the property and have a maximum width of 48 metres. The maximum height of the building would be 10.75 metres at a distance of approximately 26 metres increasing to a maximum of 17.75 metres at a distance of approximately 38 metres from the dwelling and a maximum of 10.75 metres at a distance of 25 metres increasing to 17.75 metres at a distance of 34 metres from the boundary of the garden.
- 10.184 The Phase 2B building would be sited to the rear of the property and have a maximum width of 39 metres. The maximum height of the building would be 10.75 metres at a distance of approximately 31 metres increasing to a maximum of 17.75 metres at a distance of approximately 41 metres from the dwelling and a maximum of 10.75 metres at a distance of 20 metres increasing to 17.75 metres at a distance of 32 metres from the boundary of the gardens.
- 10.185 Taking into consideration the BRE guidance, the development would be to the rear and side of the property and obstruct the 45 degree horizontal angle of view but would not obstruct the 25 degree vertical angle of view measured from the sill height from the lowest ground floor windows and garden of the property towards the building. The development is not considered to be unduly overbearing in mass or result in a significant loss of light which would adversely affect the amenities of these properties.
- 10.186 The first floor windows in the Phase 1 building would be sited approximately 32 metres from the windows in the dwelling at an oblique angle and 26 metres from the boundary of the garden which is not considered to result in a severe loss of privacy particularly given the relationship of the existing building which has windows closer to the property.
- 10.187 The first floor windows in the Phase 2B building would be sited approximately 26 metres from the windows in the dwelling and 20 metres from the boundary of the garden which is considered to be a satisfactory separation distance and would not result in a severe loss of privacy.

Perne Road

10.188 The properties in Perne Road are two to two and half storey, semi-detached dwellings with reasonably long gardens and allotments to the rear. There is a row of trees along the boundary with the allotments.

10.189 Phases 1, 2A, 3, and 4 of the development would be sited to the east of these properties. They have habitable rooms in their rear elevations.

10.190 The buildings would be sited adjacent to the allotments to the rear of the dwellings in Perne Road and be sited approximately 52 metres from the boundary of the rear gardens. Given the allotment buffer and long rear gardens, the development is not considered to result in an unduly overbearing mass, significant loss of light, or severe loss of privacy to these properties.

Chalmers Road

10.191 The properties in Chalmers Road are two to two and half storey, semi-detached and terraced dwellings which have reasonably long rear gardens. There are a number of trees and landscaping along the boundary.

10.192 Phases 4 and 5 of the development would be sited to the south of these properties.

10.193 Phase 4 would be sited to the rear of Chalmers Road and have a maximum width of 48 metres. The maximum height of the building would be 10.75 metres at a distance of 36 metres increasing to a maximum of 17.75 metres at a distance of 42 metres from the dwellings and a maximum of 10.75 metres at a distance of 15 metres increasing to 17.75 metres at a distance of 21 metres from the boundary of the gardens.

10.194 Phase 5 would be sited to the rear of Chalmers Road and have a maximum width of 39 metres. The maximum height of the building would be 10.75 metres at a distance of 37 metres increasing to a maximum of 17.75 metres at a distance of 44 metres from the dwellings and a maximum of 10.75 metres at a distance of 14 metres increasing to 17.75 metres at a distance of 20 metres from the boundary of the gardens.

10.195 Taking into consideration the BRE guidance, the development would be to the rear of the properties and would not obstruct the 25 degree vertical angle of view measured from the sill height (1.2 metres) from the lowest ground floor windows and the main private sitting out areas in gardens of the properties. The development is not considered to be unduly overbearing in mass or result in a significant loss of light which would adversely affect the amenities of these properties.

10.196 The first floor windows in the buildings would be sited approximately 36 metres from the windows in the rear of the dwellings and 21 metres from the boundary of the garden which is considered to be a satisfactory separation distance and would not result in a severe loss of privacy.

Kelvin Close

10.197 The properties in Kelvin Close are two to two and half storey, semi-detached dwellings with moderate sized rear gardens and a care home with a car park. There is a fence along the boundary and some landscaping.

- 10.198 Phases 5 and 2B of the development would be sited to the west of these properties.
- 10.199 Phase 2B would have a maximum width of 38 metres. The maximum height of the building would be 10.75 metres at a distance of 42 metres increasing to a maximum of 17.75 metres at a distance of 43 metres from the dwellings and a maximum of 10.75 metres at a distance of 14 metres increasing to 17.75 metres at a distance of 20 metres from the boundary of the gardens.
- 10.200 Phase 5 would have a maximum width of 89 metres. The maximum height of the building would be 10.75 metres at a distance of 42 metres increasing to a maximum of 17.75 metres at a distance of 44 metres from the dwellings and a maximum of 10.75 metres at a distance of 20 metres increasing to 17.75 metres at a distance of 22 metres from the boundary of the gardens.
- 10.201 Taking into consideration the BRE guidance, the development would be to the rear of the properties and would not obstruct the 25 degree vertical angle of view measured from the sill height (1.2 metres) from the lowest ground floor windows and the main private sitting out areas in gardens of the properties. The development is not considered to be unduly overbearing in mass or result in a significant loss of light which would adversely affect the amenities of these properties.
- 10.202 The first floor windows in the building would be sited approximately 42 metres from the windows in the rear of the dwellings and 20 metres from the boundary of the garden which is considered to be a satisfactory separation distance and would not result in a severe loss of privacy.

Jasmine Court

- 10.203 The properties in Jasmine Court are three storey blocks of flats with communal gardens. There is a fence along the boundary with some trees.
- 10.204 Phase 2B of the development would be sited to the north of these properties.
- 10.205 The building would be sited to the rear of Jasmine Court and have a maximum width of 39 metres adjacent to the boundary and 43 metres set off the boundary. The maximum height of the building would be 10.75 metres at a distance of 26 metres increasing to a maximum of 17.75 metres at a distance of 38 metres from the flats and a maximum of 10.75 metres at a distance of 20 metres increasing to 17.75 metres at a distance of 32 metres from the boundary of the gardens. Phase 2B would also be sited to the side of Jasmine Court.
- 10.206 Taking into consideration the BRE guidance, the development would be to the rear and side of the property and obstruct the 45 degree horizontal angle of view but would not obstruct the 25 degree vertical angle of view measured from the sill height (1.2 metres) from the lowest ground floor windows and gardens of the property towards the building. The development is not considered to be unduly overbearing in mass or result in a significant loss of light which would adversely affect the amenities of these properties.
- 10.207 The first floor windows in the building would be sited approximately 26 metres from the windows in the rear of the flats and 20 metres from the boundary of the garden which is considered to be a satisfactory separation distance and would not result in a severe loss of privacy.

10.208 In summary, the development is not considered to adversely affect the amenities of neighbours through being unduly overbearing in mass, through a significant loss of light, or through a severe loss of privacy.

10.209 The proposal is in accordance with Policies 55, 56 and 60 of the Local Plan and the NPPF.

10.210 Environmental Impacts

10.211 Policy 33 of the Local Plan seeks to ensure that developments will not result in adverse health impacts to future occupiers or controlled waters from contamination.

10.212 Policy 35 seeks to protect of human health and quality of life from noise and vibration.

10.213 Policy 36 states that development will only be permitted where it can be demonstrated that it does not lead to significant adverse effects on health, the environment or amenity from polluting or malodorous emissions, or dust or smoke emissions to air.

10.214 The application is supported by a Phase 1 Environmental Assessment, Noise Impact Assessment, Ventilation and Extraction Statement, Air Quality Assessment, External Lighting Strategy, Outline Demolition Environmental Management Plan, and CCC Environmental Quality and Growth Team Response.

10.215 The Environmental Health Officer has commented that the reported lowest background sound levels (as detailed in the previously submitted 'Noise Impact Assessment, December 2024'), are representative of the current lowest background sound levels. The substation noise information is acceptable subject to a condition. The justification and approach for 24 hour operation is satisfactory subject to a condition as there are no restrictions on the existing site.

10.216 Recommends a number of conditions in relation to contamination, noise, odours and lighting.

10.217 Whilst the comments of a number of neighbours have referenced the length of the construction period, this would be for a temporary period only, outside unsocial hours and for each phase of the development which would affect different properties.

10.218 The demolition of the existing buildings and asbestos would have to comply with health and safety regulations.

10.219 The development is not considered to adversely affect the amenities of neighbours through an unacceptable increase in noise, vibrations, dust or fumes, or land and water contamination.

10.220 The proposal is in accordance with Policies 33, 35 and 36 of the Local Plan and the NPPF.

10.221 Carbon Reduction and Sustainable Design

10.222 Policy 28 states development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals, including issues such as climate change adaptation, carbon reduction and water management. New non-residential development will be required to meet the following minimum standards unless it can be demonstrated that such provision is not technically or economically viable: -

| | |
|--------------------------|--|
| Minimum BREEAM Level | Excellent |
| On site carbon reduction | In line with the minimum requirements associated with BREEAM 'excellent' |
| Water efficiency | Full credits to be achieved for category Wat 01 of BREEAM |

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

10.224 The application is supported by a Sustainability and Energy Statement, BREEAM Pre Assessment, Circular Economy Report, Embodied Carbon Report, Water Consumption Study, and Sustainability Response.

10.225 The development seeks to achieve BREEAM excellent standards with 5 Wat01 credits and includes the following sustainability measures: -

- Building fabric: High thermal performance materials and windows, ventilation, heat recovery
- Renewable energy: Air source heat pumps and solar PV
- Water efficiency: Water efficient fixtures and fitting and rainwater harvesting and recycling
- Urban heat island: Green roofs, tree lined central landscape spine, solar shading, light toned and reflective materials
- Circular economy principles: reuse of materials, zoned ventilation system, long life structure, standard components

10.226 The Sustainability Officer has commented that the points of clarification provided in the sustainability response in relation to boosting the number of BREEAM credits being achieved to provide an additional buffer are welcomed along with the amendments to the Design Code to use of light toned materials to mitigate the urban heat island, solar shading testing, and an urban greening factor of 0.3 to ensure consistency across all approved documents with regards to the sustainability aspirations of the site.

10.227 Recommends conditions in relation to BRE Design Stage Certificate, BRE Post Construction Certificate, rainwater and greywater harvesting, water efficiency calculator, water metering, water efficiency implementation, sustainability strategy implementation and also implementation of sustainability and energy strategies and BEEAM pre assessment for later phases.

10.228 The development is considered to be reduce carbon emissions and protect water resources to mitigate the impact of climate change.

10.229 The proposal is in accordance Policies 28 and 29 of the Local Plan and the Sustainable Design and Construction SPD.

10.230 Planning Obligations (S106)

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

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

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

Heads of Terms

10.233 The Heads of Terms (HoT's) as identified are to be secured within the S106 and are set out in the summary below:

| Obligation | Contribution / Term | Trigger |
|--|--|--|
| Employment and Skills Strategy | A Site-wide strategy to include a charter for encouraging employment and training opportunities | Prior to commencement of development |
| S106 Administration, Monitoring and Compliance | £700 plus an additional £500 for each written confirmation of an obligation | - |
| Transport Contribution | £467,000 towards the GCP Cycling Plus schemes to improve the provision of cycling on Cherry Hinton Road between the site and Hills Road, and the A1134 Perne Road and Brooks between Cherry Hinton Road and Coldhams Lane. This also includes a £10,000 contribution towards the installation of additional waiting restrictions in the area within 500m of the site by CCC if required. | Prior to the occupation of development |
| S106 Administration, Monitoring and Compliance | TBC | - |

10.234 The Section 106 Officer has commented that a comprehensive and coordinated approach to the development of land in order to demonstrate how employment, skills and training opportunities for local people will be provided is required. The applicant has agreed to this planning obligation.

10.235 Please see Cambridgeshire County Council Transport Team comments in the Highway Safety and Transport impact section for justification of the transport contribution.

10.236 The applicant has not agreed the current transport mitigation package to date as it is not considered to meet the CIL tests due to the central location of the site and lack of reliance on the Cycling Plus or other transport infrastructure schemes to access the site, the lack of detail in relation to the scheme works and why they are required, and the calculation of the contribution and need for the contribution prior to the occupation of Phase 1 rather than a phased approach. The Transport Team have been consulted on the applicant's case and further comments are awaited. An update on the position will be reported on the amendment sheet.

10.237 The proposal is in accordance with policy 85 of the Local Plan subject to a transport mitigation package being agreed.

Other Matters

10.238 *Cambridge Airport*

10.239 Policy 37 of the Local Plan states that applications for development within Cambridge Airport's Air Safeguarding Zones will be the subject of consultation with the operator of the airport and the Ministry of Defence. .

10.240 Cambridge Airport has commented that the development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria.

10.241 Recommends conditions in relation to further engagement with Cambridge Airport to allow a more in-depth study to be completed by an Approved Procedure Design Organisation (APDO) to determine the level of impact, a bird hazard management plan, and a glint and glare assessment.

10.242 The proposal is in accordance with Policy 37 of the Local Plan.

Telecoms Mast

10.243 The existing telecoms masts on the site would be retained.

Planning Balance

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

Summary of harm

10.245 The development would result in a theoretical and potential loss of housing relative to the residential allocation for approximately 123 dwellings on the site under Policy 27 of the Local Plan. This can be attributed limited weight in the planning balance as the housing allocation would not in event contribute to delivery within the plan period and the applicants have not indicated that there is now any intention of delivering housing on the site.

Summary of benefits

- 10.246 The development would result in the retention of employment development on a brownfield site in a sustainable location. This can be attributed moderate weight as it would retained employment in the city.
- 10.247 The development would increase the employment floorspace on the site and provide midtech employment uses where a need for such uses has been identified. The buildings would be flexible and adaptable and provide a variety of unit sizes for a range of uses. 925 jobs would be created. These benefits can be attributed significant weight as it would support growth of the local economy.
- 10.248 The development is considered to result in a high quality development which would respond to its context and create a sense of place. This can be attributed significant weight as it would enhance the character and appearance of the area.
- 10.249 The majority of trees on the site would be retained and protected and a significant amount of landscaping proposed within the development to assimilate the development within the area and result in at least a 10% net gain in biodiversity. This can be attributed moderate weight as it would enhance the quality of the development.
- 10.250 The development would be likely to decrease traffic generation to and from the site as the amount of car parking on the site has been reduced. The amount of cycle parking has been increased to encourage travel by more sustainable modes. This can be attributed significant weight as it would reduce congestion on local roads and air pollution.
- 10.251 The development is not considered to be at significant risk of flooding or increase the risk of flooding to the site and surrounding area as the existing surface water drainage measures on the site would be improved. This can be attributed considerable weight as it would reduce flood risk.
- 10.252 The development is considered to be sympathetic to the amenities of neighbours in terms of overbearing mass, loss of light, loss of privacy, and noise. This can be attributed neutral weight as there would be some impact.
- 10.253 The development would reduce carbon emissions and protect water resources to mitigate the impact of climate change. This can be attributed moderate weight as it would improve the sustainability of the development.

10.254 Conclusion

- 10.255 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the statutory requirements of section 66(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.

11.0 Recommendation

- 11.1 **Approve** subject to:

-The planning conditions as set out below and as detailed on the amendment sheet, with amendments to the conditions as drafted delegated to officers.

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

-A deadline for completion of the S106 agreement by 28 August 2025. If the S106 is not completed within this period, delegated authority is given to officers to refuse the application based on a lack of secured mitigation contrary to the CLP 2018 or to set any such extended period for completion of the S106 as appropriate.

11.2 Planning Conditions

11.3 Members attention is drawn to following key conditions that form part of the recommendation:

Full application

| Condition no. | Detail |
|---------------|--|
| 1 | Start date |
| 2 | Approved drawings |
| 3 | Use restriction E(g) |
| 4 | Materials |
| 5 | Hard and soft landscaping (major) |
| 6 | Landscape maintenance and management |
| 7 | Tree pits |
| 8 | Arboricultural method statement and tree protection strategy |
| 9 | Site meeting to discuss works to trees |
| 10 | Implementation of phased tree protection method statement |
| 11 | Replacement of any trees removed |
| 12 | Biodiversity net gain |
| 13 | Ecological enhancement |
| 14 | BRE Design Stage Certificate |
| 15 | BRE Post Construction Certificate |
| 16 | Rainwater and greywater harvesting |
| 17 | Water efficiency calculator |
| 18 | Water metering |
| 19 | Water efficiency implementation |
| 20 | Sustainability strategy |
| 21 | Phase 1 site investigation contamination |
| 22 | Phase 2 site investigation contamination |
| 23 | Remediation of contamination |
| 24 | Verification of contamination |
| 25 | Unexpected contamination |
| 26 | Demolition and construction management plan |
| 27 | Commercial operational noise impact assessment/ mitigation |
| 28 | Emergency generator- noise insulation |
| 29 | Substation- noise insulation |
| 30 | Commercial extraction ductwork |
| 31 | Fumes/odour control |
| 32 | No external activities |

| | |
|----|--|
| 33 | Collection/ delivery hours |
| 34 | Servicing and operation noise minimisation management plan |
| 35 | Artificial lighting |
| 36 | Electric vehicle charging point |
| 37 | Emergency back-up generator- air quality |
| 38 | Material management plan |
| 39 | Waste management plan |
| 40 | Surface water drainage strategy |
| 41 | Surface water measures during construction |
| 42 | Finished floor levels |
| 43 | Hydrological report (groundwater) |
| 44 | Recycling centre capacity |
| 45 | Traffic management plan |
| 46 | Travel plan |
| 47 | Archaeological investigation |
| 48 | Airport safeguarding impact |
| 49 | Bird hazard management plan |
| 50 | Glint and glare assessment |
| 51 | Fire hydrants |
| 52 | Public art |
| | Cycle parking |

Outline application

| Condition no. | | Detail |
|---------------|--|--|
| 1 | | Reserved matters |
| 2 | | Reserved matters submission |
| 3 | | Reserved matters start date |
| 4 | | Use restriction E(g) |
| 5 | | Arboricultural method statement and tree protection strategy |
| 6 | | Site meeting to discuss works to trees |
| 7 | | Implementation of phased tree protection method statement |
| 8 | | Replacement of any trees removed |
| 9 | | Biodiversity net gain |
| 10 | | Rainwater and greywater harvesting |
| 11 | | Water efficiency calculator |
| 12 | | Water metering |
| 13 | | Water efficiency implementation |
| 14 | | Sustainability strategy |
| 15 | | Sustainable and energy strategies implementation |
| 16 | | BREEAM pre assessment |
| 17 | | Phase 1 site investigation contamination |
| 18 | | Phase 2 site investigation contamination |
| 19 | | Remediation of contamination |
| 20 | | Verification of contamination |
| 21 | | Unexpected contamination |

| | | |
|----|--|--|
| 22 | | Demolition and construction management plan |
| 23 | | Construction method statement |
| 24 | | Commercial operational noise impact assessment/ mitigation |
| 25 | | Emergency back-up generator |
| 29 | | Reserved matters servicing and operation noise minimisation management plan |
| 30 | | Artificial lighting |
| 31 | | Commercial extraction ductwork |
| 32 | | Odour/fume control |
| 33 | | Collection/ Delivery hours |
| 34 | | Electric vehicle charging point |
| 35 | | Emergency back-up generators |
| 36 | | Material management plan |
| 37 | | Waste management plan |
| 38 | | Phased surface water drainage strategy |
| 39 | | Surface water measures during construction |
| 40 | | Finished floor levels |
| 41 | | Hydrological report (groundwater) |
| 42 | | Recycling centre capacity |
| 43 | | Traffic management plan |
| 44 | | Travel plan |
| 45 | | Archaeological investigation |
| 46 | | Airport safeguarding impact |
| 47 | | Bird hazard management plan |
| 48 | | Glint and glare assessment |
| 49 | | Fire hydrants |
| 50 | | Public art |

A full list of conditions will be sent with the amendment sheet.

Background Papers:

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- Cambridge Local Plan 2018
- Cambridge Local Plan SPD's

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