



## Joint Development Control Committee

**Date:** Wednesday, 16 March 2022

**Time:** 9.30 am

**Venue:** Council Chamber, The Guildhall, Market Square, Cambridge, CB2 3QJ

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

### Agenda

- 1 Apologies
- 2 Declarations of Interest
- 3 Minutes (PAGES 3 - 40)

### Applications

- 4 21/04336/REM/ - Land to the West and South West of Addenbrookes Campus, Robinson Way, Addenbrookes Hospital, Cambridge (PAGES 41 - 96)
- 5 21/04337/FUL - Land at Robinson Way, Addenbrookes Hospital (PAGES 97 - 118)
- 6 21/03609/FUL - National Institute of Agricultural Botany (NIAB), Huntingdon Road, Cambridge (PAGES 119 - 280)

### Pre-application Developer Briefing

- 7 Land North of Cherry Hinton Design Code

**Joint Development Control Committee Members:**

**Cambridge City Council:** Cllrs D. Baigent, Page-Croft, Porrer, Smart (Vice-Chair), S. Smith and Thornburrow, Alternates: Flaubert, Gawthrope Wood, Nethsingha and Scutt

**South Cambridgeshire District Council:** Cllrs Bradnam (Chair), Bygott, Chamberlain, Daunton, Hawkins and Hunt, Alternates: Cone, Fane, Howell and J. Williams

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**JOINT DEVELOPMENT CONTROL COMMITTEE**

27 October 2021  
10.00 am - 4.50 pm

**Present:** Councillors Bradnam (Chair), D. Baigent, Bygott, Chamberlain, Daunton, Hawkins, Hunt, Page-Croft, Scutt and Thornburrow

Councillor Scutt left after the vote on Technology Park, Fulbourn Road.

Councillor Baigent joined the meeting only for agenda items 5, 6 and 7 (ie from St Johns Innovation Park item).

**Officers Present:**

Assistant Director Delivery, Cambridge City and South Cambridgeshire District Councils: Sharon Brown

Interim Team Leader, Development Management: Fiona Bradley

Principal Planning Officer: Mike Huntington

Principal Planning Officer: Guy Wilson

Senior Planning Officer: Chenge Taruvinga

Legal Adviser: Keith Barber

Committee Manager: James Goddard

**Other Officers Present:**

Transport Assessment Manager: Jez Tuttle (Cambridgeshire County Council)

**FOR THE INFORMATION OF THE COUNCIL****21/47/JDCC      Apologies**

Apologies were received from Councillors Porrer, Smart and S.Smith, (Councillor Scutt attended as an alternate).

**21/48/JDCC      Declarations of Interest**

Item	Councillor	Interest
21/50/JDCC	Bygott	Personal: Member of Cambridge Past Present and Future.
21/50/JDCC	Daunton	Personal and Prejudicial - Spoke as a Ward

		Councillor. Withdrew from discussion and did not vote.
21/51/JDCC	Baigent	Personal – Member of Cambridge Cycling Campaign.
21/51/JDCC	Bradnam	Personal – Parish, District and County Councillor for Milton.
21/51/JDCC	Chamberlain	Personal – Director of company and trustee of land located near the application.
21/51/JDCC	Daunton	Personal – Application was located adjacent to her ward but she had not discussed it or fettered her discretion.
21/52/JDCC	Daunton	Personal – Present at Parish Council discussion of application but had not fettered her discretion.
21/53/JDCC	Chamberlain	Personal – Application close to Lime Kiln Hill and he is the Chair of Lime Kiln Caravan Club.

## **21/49/JDCC Minutes**

The minutes of the meetings held on Wednesday 18 August 2021 were approved as a correct record and signed by the Chair.

## **21/50/JDCC 21/00772/OUT - Fulbourn (Technology Park, Fulbourn Road Cambridge)**

The Committee received an application for full planning permission.

The application sought approval for a hybrid planning application for a total of 56,473sqm of commercial floorspace for Use Classes E(g) i (offices), ii (research and development), ii (light industrial) and B8 (storage and



distribution - limited to data centres) uses. Comprising a) an Outline Application with all matters reserved (except for access) for the development of up to 44,671 sqm of floorspace, with associated access, structural landscaping, car and cycle parking and associated infrastructure works; b) a Full Application for the first Phase comprising the main access, one commercial building, a multi-decked car and cycle park and associated landscaping and infrastructure works; and c) a Full Application for the details of initial enabling works comprising site wide earth works and drainage.

The Interim Team Leader updated her report by referring to:

- i. There were a number of conditions in the e-report published on-line that were omitted from the printed report. Conditions 61, 64, 65, 67 and 68 were read to Committee to ensure Councillors were aware of the details.
- ii. 2 late representations, 1 in support and 1 in objection to the application.
- iii. Updated condition wording on the amendment sheet.

The Committee received a representation in objection to the application from a representative of Fulbourn Forum for Community Action:

- i. Spoke on his behalf and a resident of Coltsfoot Close.
- ii. The existing technology park was formed from 2 storey buildings dug into the landscape.
- iii. The new application was located on rising ground - 13.5m high with flues, so approximately 6-7 storeys in height.
- iv. Expressed concern about the impact of the application on the green belt.
- v. Referred to Design Enabling Panel comments, which suggested proposed buildings were too high.
- vi. There were inadequate landscape buffers. Suggested putting in trees to replace some of the proposed parking spaces.
- vii. Referred to Wildlife Trust comments regarding biodiversity.
- viii. Design out of scale with the area.
- ix. Residents stated the developer had not engaged with them. They were also concerned there would be no engagement during construction and occupation (if the application were approved) regarding issues such as noise, dust and prevention/enforcement to stop parking on residential roads.

Mr Tzortzoglou (Applicant) addressed the Committee in support of the application.

Councillor Daunton (Ward District Councillor) addressed the Committee about the application:

- i. The development would be located:
  - a. On a main road/rail route into the city.
  - b. Near Fulbourn where there would be 2 housing developments nearby.
- ii. The development was a large site and the area could not cope with this level of development.
- iii. Road junctions were at capacity already. The application would bring infrastructure to a halt. People would have to commute in but there was no funding mentioned for financial contributions to public transport. Bus services may be unable to service the site. Road traffic would increase as people would travel in by car not bike.
- iv. Expressed concern about car parking provision on site and potential impact on the local area.
- v. Light pollution would affect rural landscape and (residential) neighbours.
- vi. The development did not appear to take account of Fulbourn Design Guide policies.
- vii. Could not support the development in its current form.

Councillor Williams (Ward District Councillor) addressed the Committee about the application:

- i. Expressed concern about transport impact of site and s106 planning obligations would not mitigate this.
- ii. The application would not satisfy South Cambridgeshire District Council Local Plan policies TI/2, TI/8 and SC/2.
- iii. The site relied on bus services being available to transport people to it, but these could not be guaranteed. There was no mitigation in place to offset expected delays to bus services from road congestion.
- iv. The local road network could not absorb the extra traffic from this development. There would also be additional noise and air pollution.
- v. Expressed concern that commuters would park in neighbouring residential streets. Parking controls were needed so enforcement action could be taken.

Councillor D.Smith (Ward Parish Councillor) addressed the Committee about the application:

- i. Expressed concern about traffic and parking.
- ii. Queried who would undertake the parking surveys, suggested this should be an independent entity.

- iii. Appropriate crossings were required for bikes to crossroads, particularly near junctions such as Yarrow Road.

The Committee raised the following concerns in response to the report:

- i. Flooding.
- ii. Sewerage.
- iii. Traffic and transport (existing congestion and impact on this, public transport provision, cycle and car parking provision).
- iv. Parking and enforcement action to mitigate impact of commuters on neighbouring residential areas.
- v. Building overheating.
- vi. Scale and height of development.
- vii. Light pollution.
- viii. Substantial soil excavation would be required on-site, moved soil would have loose structure and may affect how it could be used ie potentially unsafe for platforms to rest on.
- ix. Lack of consultation with residents.

The Interim Team Leader said the following in response to Members' questions:

- i. The application had been referred to the Design Enabling Panel for comment who raised concerns. The design was changed as a consequence but the revised details did not return to the Design Enabling Panel due to time constraints before submission of the application.
- ii. Consultation had been undertaken on the application in lockdown via website and letter drop. Residents had been consulted on a document produced by the design team. Officers had also published details on the City Council website.
- iii. The Landscape Officer had reviewed trees proposed for the site and was satisfied the appropriate species had been recommended.

Mr Tzortzoglou added that residents had an opportunity to interact via several consultation sessions via Zoom.

- iv. A transport assessment had been submitted that looked at the cumulative impact of developments in the area. This had been reviewed by the County Council.
- v. Multi storey access/egress had not been modelled so its impact on queueing traffic was unknown.

The Transport Assessment Manager said the Car Parking Management Plan set out appropriate barriers would be used to minimise queueing.

- vi. There was a condition to ensure sufficient bike parking capacity and facilities were provided such as Sheffield stands.
- vii. Industry standards would be used to describe electric vehicle charging points/facilities in future (officer) reports.
- viii. Officers were checking the sewer capacity with Anglian Water. There should be since 2015, so officers would check if Anglian Water comments in the Officer's report were up to date. Anglian Water were legally obliged to accept sewerage.
- ix. Changes in the Drainage Strategy had resolved concerns about flooding downstream.
- x. The Lead Local Flood Authority was satisfied with the Surface Water Drainage Strategy since changes were made to the previous iteration.
- xi. There was an issue of chalk on the site, this would cause problems when exposed. Soil stabilisation would occur to ensure platforms would be stable. Details were set out in the Soil Management Plan.
- xii. Building overheating concerns should be addressed through sustainable construction techniques such as passive cooling.

The Transport Assessment Manager said the following in response to Members' questions:

- i. There was congestion in the area already. The Applicant was only obliged to fix problems caused by the development, not in the area as a whole.
- ii. The County Council were looking at mitigation measures they could recommend. Fulbourn Greenway was expected to be used by local commuters.
- iii. There were no quick fixes for issues with junctions.
- iv. People were expected to travel to the site by car, but it was hoped a modal shift would occur in future to bikes/public transport. It was hoped the impact of cars would be mitigated by other people walking or cycling.
- v. The transport cap would be reviewed after phase 1 to see if it was fit for purpose or if the developer had to make amendments for phase 2 such as providing a 'works bus' to encourage people to commute in.

Mr Tzortzoglou said measures in place at other sites could be implemented in Fulbourn such as a shuttlebus and car share club. The Fulbourn site had only been acquired 5 weeks ago so details had not

been included in the Officer's report, measures would be set out in future.

- vi. Car parking was provided on-site but the aim was to discourage car travel. Some funding contributions had been obtained to monitor the impact of the site on residential areas. The developer was required to provide a contact to enable residents to lodge complaints. Funding would then be used (e.g. Traffic Regulation Orders) to seek how to address issues through resident consultation.
- vii. Plans were in place to review how buses would service the site as it was recognised the Citi 3 (bus route) could not provide sufficient capacity.
- viii. Outline planning permission set out how the site could be used if the second car park was not built ie area could be used in another way.

Councillor Thornburrow proposed an amendment to the Officer's recommendation to include informatives covering:

- i. there should be no occupation on site until there was adequate sewerage capacity;
- ii. that Officers would write to Anglian Water setting out drainage concerns should be addressed prior to work starting above ground.

These amendments were **carried by 8 votes to 0**.

Councillor Scutt proposed an amendment to the Officer's recommendation to include an informative drawing the Applicant's attention that it was their responsibility to address concerns about damage to buildings as a consequence of trees being close to the buildings – soil drying out leading to subsidence etc.

This amendment was **carried by 8 votes to 0**.

Councillor Bradnam proposed an amendment to the Officer's recommendation to include an informative requesting the Applicant set up a community liaison forum during construction and early occupation (if application approved) so issues could be raised by residents.

This amendment was **carried by 8 votes to 0**.

The Committee:

**Resolved (by 6 votes to 0 with 2 abstentions)** to reject the Officer recommendation to approve the application.

**Resolved (by 8 votes to 0)** to refuse the application contrary to the Officer recommendation for the following reasons:

- i. The proposed development will result in unacceptable traffic impacts which will exacerbate existing congestion in the local and wider areas. The proposals include inadequate mitigation measures in the submitted Travel Plan to reduce travel to the site by car resulting in a development that is overly reliant on travel by car. The proposal does not represent sustainable development as defined by the National Planning Policy Framework 2021 and conflicts with policies S/2, S/3 and TI/2 of the South Cambridgeshire Local Plan 2018 which require development to be designed to reduce the need to travel, particularly by car, and promote sustainable travel appropriate to its location.
- ii. The proposed development, due to its scale and massing, would result in unacceptable impacts on the surrounding Green Belt and landscape. The proposal does not represent sustainable development as defined by the National Planning Policy Framework 2021 and conflicts with policies E/3 and NH/8 of the South Cambridgeshire Local Plan 2018 which seek to mitigate the impact of development adjoining the Green Belt through landscaping, excavation and high quality design measures and policies HQ/1 and NH/2 of the Local Plan which seek to preserve or enhance the landscape character of the area and requires the scale of development to be compatible with its location in relation to the surrounding area.

**21/51/JDCC      20/03523/ FUL and 20/03524/FUL - St Johns Innovation Park**

The Committee received an application for full planning permission.

The application sought approval for erection of a 5 storey building and a 6 storey building for commercial / business purposes, erection of a transport hub, gymnasium, surface parking, landscaping and associated infrastructure including demolition of the existing building (St John's House) and associated structures.

The Principal Planner updated his report by referring to updated condition wording on the amendment sheet.

Mr Hanlon (Agent) addressed the Committee in support of the application.

The Committee raised the following concerns in response to the report:

- i. Impact of the application on traffic and parking in the area.
- ii. Overnight parking by heavy goods vehicles in Cowley Road due to a lack of facilities elsewhere. What alternative facilities would be provided if the County Council prohibited overnight parking here?
- iii. Impact of narrowing of Cowley Road. The Assistant Director said this was not a material consideration for this application. Councillor Bradnam asked Councillor Hawkins to consider the impact in her capacity as South Cambs Lead Cabinet Member for Planning Policy and Delivery.
- iv. Drainage.

The Transport Assessment Manager said the following in response to Members' questions:

- i. Road narrowing was occurring as part of the Waterbeach Greenway project to promote walking and cycling over car usage to give them part of the carriageway.
- ii. Expected restrictions to be put on the roads to prohibit overnight parking. Deliveries to the site should be made by small delivery vehicles not heavy goods vehicles.
- iii. Funding from the development could contribute to monitoring of parking and consultation with residents on issues requiring mitigation.
- iv. Restrictions were needed to move heavy goods vehicles from Cowley Road to promote it as a walking/cycling route. An alternative heavy goods vehicle parking site would be reviewed in future.
- v. The Travel Plan included a Parking Management Plan which would monitor parking in nearby areas. This could be adapted to become a Staff Parking Monitoring Plan.

The Assistant Director said enforcement could occur through an ongoing review process as part of the Travel Management Plan.

- vi. People were expected to travel to the site by car, but it was hoped a modal shift would occur in future to bikes/public transport.

The Principal Planner said the following in response to Members' questions:

- i. The travel hub had car parking and a gym. There was separate cycle parking elsewhere.
- ii. Car parking spaces were capped at 1,100 as per the Master Plan.
- iii. The development was mainly office use with a small amount of retail.

- iv. Ground water would be evacuated through controlled discharge to the sewer.
- v. It was hoped to screen tall buildings on-site with trees.

Councillor Bradnam proposed an amendment to the Officer's recommendation to include a condition to monitor displacement of parking before/during construction and after occupation.

This amendment was **carried by 9 votes to 0**.

Councillor Thornburrow proposed an amendment to the Officer's recommendation that flat roofs should be green unless needed for other purposes.

This amendment was **carried by 9 votes to 0**.

The Committee:

**Resolved (by 9 votes to 0)** to grant the application for planning permission in accordance with the Officer recommendation in respect of applications 20/03523/FUL and 20/03524/FUL each for the reasons set out in the Officer's report and the amendment sheet, subject to:

- i. the conditions and informatives referred to in paragraphs 248 and 249 of the Officer report (including delegated authority/discretion therein mentioned to Officers);
- ii. agreeing the precise wording with the Chair relating to an amendment to the text of condition 13 securing a travel plan covering an employee parking management plan including specified triggers;
- iii. condition 19 (Green Roofs to include an informative); and
- iv. the prior completion of the s106 Agreement in accordance with para 247 of the Officer report together with an additional obligation securing a financial contribution to monitor parking in the adjoining residential area.

**21/52/JDCC 21/02450/REM - Land North of Newmarket Road, Cambridge (Marleigh Phase 2)**

The application sought approval for reserved matters application detailing, appearance, landscaping, layout and scale for the construction of 421 new homes with associated infrastructure, internal roads, open space as part of Phase 2 pursuant to condition 5 (reserved matter) of outline planning permission S/2681/13/OL dated 30 November 2016.



Mr Cobley (Agent) addressed the Committee in support of the application.

The Committee raised the following concerns in response to the report:

- i. Sustainable Drainage Systems (SuDS) took over some green space area, if the SuDS did not drain, some of this would be lost as amenity space.
- ii. Gradients in SuDS may cause a safety hazard for wheelchair users on access paths, and if people/children got into the SuDS they might not get out.
- iii. There were a series of alleyways through the site to gardens that may be a focus for criminal activity.

The Senior Planning Officer said the following in response to Members' questions:

- i. The Titch area was to be built to 'normal' levels, the SuDS basin had a 1 in 3 gradient.
- ii. SuDS were originally located in The Titch as this was the only available open space. They were now located as per the submitted design as there was nowhere else to put them as part of Phase 2. Losing 1/3 of open space due to flooding was a worst-case scenario, but there was more than one area of open space.
- iii. 1 in 100 year flooding events were occurring more frequently so Officers asked the Applicant to model climate change impact on flooding in the area. Drainage Officers at both the County Council and City Council reviewed the results and had no objections to the SuDS scheme.
- iv. SuDS were controlled through a hydro brake system to gradually leak water stopping ponds forming. The Lead Local Flood Authority had no objections to this.
- v. Aquatic planting was controlled through the planting condition. The Applicant would undertake a health and safety audit to ensure plants were safe if anyone went into the SuDS.
- vi. Landscape planting and screening details for open spaces would be sought in future.
- vii. Bike parking provision met minimum standards, anymore would require a change in policy.
- viii. M4(2) accommodation standards were met. The City Council wanted M4(3) standard whereas South Cambs wanted M4(2). The application site was within South Cambs administrative area and thereby fell under its local plan requirements.

- ix. Alleys gave access to rear gardens. Would check if these could be made more secure in future eg gated access.
- x. There were secure gardens on top of garages as amenity space for apartment occupants.
- xi. There were no specific timelines on when grid capacity would be available for electric vehicle charging points. It was assumed this would be possible in a couple of years.
- xii. The Design Code required apartments in the locations stated to a set density that created a mix of affordable rent and shared ownership around the buildings. This was tenure blind and so the best fit to policy under the circumstances.
- xiii. Officers had expressed concern about the number of single aspect apartments so they asked for modelling to quantify the risk of overheating/cooling. Apartments that had been retained in the design had been shown to provide acceptable amenity space. The window type mitigated heat intake into buildings, so the issues had been addressed.
- xiv. Individual car parking spaces could not be allocated to apartments to control uses without changes to conditions in the Car Parking Management Plan.

Councillor Thornburrow proposed amendments to the Officer's recommendation to include:

- i. an informative encouraging the Applicant to consider M4(3) standard accommodation where possible;
- ii. include an informative about south facing single aspect units to address overheating concerns;
- iii. an additional condition to remove permitted development rights for garage.

These amendments were **carried by 8 votes to 0**.

In response to a point raised by Councillor Chamberlain, the Assistant Director proposed amending wording to Condition 10 Cycle and Alley Way Security to address potential crime focus concerns.

This amendment was **carried by 8 votes to 0**.

Councillor Bradnam proposed an amendment to the Officer's recommendation to amend the Car Park Management Plan.

This amendment was **carried by 8 votes to 0**.

The Committee:

A) **Resolved (by 8 votes to 0)** to grant approval of the reserved matters application in accordance with the Officer recommendation, for the reasons set out in the Officer's report subject to agreeing the precise wording with the Chair of amendments to:

- i. condition 10 (Cycle and Alley Way Security);
- ii. two additional conditions:
  - a. 24 Car Parking Management Plan;
  - b. 25 (removal of) Permitted Development Rights);
- iii. informatives:
  - a. 5. M4(3) Standard dwellings;
  - b. 6. south facing single aspect units.

B) to approve the partial discharge of the following outline planning conditions (planning application reference S/2682/13/OL) as they relate to the Phase 2 application proposals:

- Condition 12 (Hard and soft landscaping);
- Condition 13 (Tree retention/removal);
- Condition 14 (Local areas of play);
- Condition 16 (Allotment details);
- Condition 17 (Ecological mitigation);
- Condition 19 (Pedestrian and cycle routes);
- Condition 20 (Car parking);
- Condition 21 (Noise and insulation);
- Condition 23 (Details of refuse storage);
- Condition 24 (Distribution of market and affordable housing);
- Condition 25 (Mix of private dwellings);
- Condition 27 (Code for Sustainable Homes);
- Condition 28 (Compliance with site wide sustainability strategy);
- Condition 30 (Cycle Parking);
- Condition 40 (Bird hazard management);
- Condition 51 (Compliance with Code for Sustainable Homes level 4 for all dwellings)

in accordance with paragraph 255 of the Officer report.

**21/53/JDCC      20/05040/FUL - Land to the West of Peterhouse  
Technology Park, Fulbourn Road, Cambridge**

The Committee received an application for full planning permission.

The application sought approval for the erection of a new building comprising E(g) floorspace with car and cycle parking, landscaping and associated infrastructure.

The Principal Planner updated his report by referring to updated wording on the amendment sheet.

Pre-Committee amendments to recommendation:

To amend the recommendation at paragraph 201 of the Officer report to read:

GRANT PLANNING PERMISSION subject to:

1. The prior completion of a Section 106 Agreement under the Town and Country Planning Act 1990 which includes the Heads of Terms (HoTs) as set out in section 192 in this report, and any other HoTs or detail including phasing and triggers, that are still under negotiation. The final wording of any significant amendments to the HoTs listed in the report to be agreed in consultation with the Chair and Vice Chair prior to the issuing of the planning permission;
2. The planning conditions specified in this report and detailed in Appendix 1 with authority delegated to officers to include any minor drafting changes thereto; and
3. The relevant informatives as specified in this report to be included at the discretion of officers.

Mr Child (Agent) addressed the Committee in support of the application.

The Committee raised the following concerns in response to the Officer report:

- i. Sufficient space and facilities for bike storage.
- ii. People would have to travel past the site then double back to access it by bus or cycle. Requested an additional access point in the north west corner of site.
- iii. Amenity of neighbours.
- iv. Impact on neighbours:
  - a. Overlooking.
  - b. Overshadowing.
  - c. Loss of light.

- d. Loss of view.
- e. Traffic flow and parking.
- v. Site drainage and SuDS. Concern SuDS would not drain away water so open space would be lost.
- vi. South side of site should be a green buffer zone but was now a SWALE. Loss of greenbelt to facilitate another buffer zone.
- vii. Application was just below BREEAM Excellent rating but should achieve this rating as per City Council and South Cambs District Council standards.

The Principal Planner said the following in response to Members' questions:

- i. There were no further details available regarding light and shadow analysis.
- ii. No significant impact was expected from the balcony overlooking neighbours.

In response to Members' questions the Assistant Director said the application would need to be referred to the Secretary of State for a decision regarding the loss of green belt issue if it were approved by Committee today.

Councillor Bradnam proposed to the Officer's recommendation to include an informative requesting gas assisted two tier bike stands.

Councillor Thornburrow proposed an amendment to the Officer's recommendation to include an informative there should be no occupation on site until there was adequate sewerage capacity.

The amendments were not voted on as the item was deferred.

#### The Committee:

**Resolved (by 8 votes to 0)** to defer the application to seek further information to address queries raised at today's meeting such as light levels and possibility of limiting terrace access by employees to prevent overlooking of residential properties.

The meeting ended at 4.50 pm

**CHAIR**

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**JOINT DEVELOPMENT CONTROL COMMITTEE**

17 November 2021  
10.30 am - 1.05 pm

**Present:** Councillors D. Baigent, Bradnam (Chair), Chamberlain, Daunton, Fane, Gawthrope-Wood, Hunt, S. Smith, Scutt and Thornburrow

**Officers Present:**

Assistant Director (Delivery) Cambridge City and South Cambridgeshire District Councils: Sharon Brown  
Principal Planner: Charlotte Burton  
Legal Adviser: Keith Barber  
Committee Manager: Claire Tunnicliffe

**Developer Representatives:**

Development Director (Barratt Developments plc): Asa Chittock

<b>FOR THE INFORMATION OF THE COUNCIL</b>
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**21/54/JDCC Apologies**

Apologies were received from Councillor M Smart, Cllr Gawthrope-Wood attended as the alternate.

Apologies were received from Councillor Hawkins, Cllr Fane attended as the alternate.

Apologies were received from Councillor Bygott.

Apologies were received from Councillor Thornburrow, Councillor Scutt attended as the alternate.

*\* Committee Manager note: Councillor Thornburrow arrived for item 21/59/JDCC*

**21/55/JDCC Declarations of Interest**

Item	Councillor	Interest
All	Baigent	Personal:

		Member of Cambridge Cycling Campaign.
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## **21/56/JDCC Minutes**

The minutes of the meeting held on 17 September were approved as a correct record and signed by the Chair.

## **21/57/JDCC S/1355/17/FL – Land Immediately West Of The Electricity Pylon And Foul Pump Station Histon Road Impington, 07/0003/NMA2 – Land Between Huntingdon Road And Histon Road Cambridge Cambridgeshire CB3 0LE, S/0001/07/NMA1 – Land Immediately West Of The Electricity Pylon And Foul Pump Station Histon Road Impington**

The Committee received the following applications:

- i. S/1355/17/FL – Land Immediately West Of The Electricity Pylon And Foul Pump Station Histon Road Impington.
- ii. 07/0003/NMA2 – Land Between Huntingdon Road And Histon Road Cambridge Cambridgeshire CB3 0LE.
- iii. S/0001/07/NMA1 – Land Immediately West Of The Electricity Pylon And Foul Pump Station Histon Road Impington.

Mr Asa Chittock addressed the Committee in support of the application on behalf of the applicant.

The Principal Planner introduced the application.

In response to Members' questions the Assistant Director and Principal Planner said the following:

- i. A tree survey provided by the applicant did not reflect the change made during the course of the application to discharge the pond on the western side and not the northern side.
- ii. An updated tree implication assessment had been requested through condition with tree protection measures.
- iii. Suggested there would likely be a loss of one or two of the trees on the boundary.



- iv. The application did not provide an alternative proposal for the original pond location site. This land now formed part of the Darwin Green 2 & 3 site allocations for which there is no outline consent.
- v. Pre-application conversations concerning an outline consent for Darwin Green 2 & 3 are taking place between the relevant parties. The applicant will present their proposals to the Committee early next year when there will be an opportunity to discuss and influence the proposals.
- vi. The relocation of the balancing pond had first been discussed in 2015, as the allocation of Darwin Green 2 & 3 sites moved forward through the South Cambridgeshire District Council Local Plan process.
- vii. The relocation of the pond had been administered in parallel with the reserved matters proposals brought forward within Darwin Green 1.
- viii. Noted the Committee's comments about the potential loss of open space should houses be placed on the original pond location site. These concerns could be dealt with as the Darwin Green 2 & 3 development come forward through the pre-application process. Members could provide a very clear and strong steer to the developer team with their views on open space and what should be provided.
- ix. Referenced paragraph 8 of the Officer's report which outlined the history of the application. The original balancing pond had received consent though full planning permission granted by South Cambridgeshire District Council. This included an access road and the consent remained extant.
- x. The current proposal was for a revised full planning application for the balancing pond's relocation.
- xi. The application is an important and essential part of the infrastructure of Darwin Green 1. The drainage infrastructure would also support the development moving forward while the proposals for Darwin Green 2 & 3 were under discussion.
- xii. The site of the original balancing pond is already within the Darwin Green 2 & 3 site allocation and currently not Green Belt land. This site allocation includes the provision of up to 1000 homes and whether development is located on that site is still to be determined through an planning application.
- xiii. In terms of hedge removal referenced on p25 and p29 of the agenda pack: an updated arboricultural implications assessment and method statement would be secured through conditions which will be reviewed by the Council's Tree Officers. This was an opportunity to ensure that the removal of the hedge was kept to a minimum.
- xiv. The application should be considered on its individual merit.
- xv. Suggested an additional informative for the removal of the hedge should be minimised.

- xvi. With regards to the replacement of the hedge with native species, the planting plan was subject to a landscaping condition and an informative could be included to the type of species that should be planted.
- xvii. Temporary access arrangement for maintenance would be provided until an alternative access was available through Darwin Green 2 & 3 development.
- xviii. The City Council would be in control of the access provisions for maintenance.
- xix. Confirmed that the proposed site of the relocated balancing pond would be within Green Belt land.
- xx. The balancing pond is considered as appropriate development within the Green Belt, therefore the proposed location was appropriate.
- xxi. Noted the comment that the balancing pond would enhance the landscape of the Green Belt.
- xxii. The initial ecological survey conducted in 2016 found off site badger activity. An updated survey has been requested through condition as recommended by the Ecology Officer which would identify if badgers were living in the area.
- xxiii. The ecology survey would include details confirming the status and distribution of setts, details of avoidance and mitigation measures, and confirmation whether a Natural England badger mitigation licence was required.
- xxiv. The archaeological condition was the standard approach used by Cambridgeshire County Council's Historical and Environment team. If there were any significant finds this would be reported back to the County and work would not proceed until an investigation had been concluded.
- xxv. An updated flood risk assessment had been submitted and reviewed by the Drainage Engineer and the lead local flood authority. Both consultees had given assurance the assessment met the requirements for Darwin Green 1. No objections had been raised on technical grounds.
- xxvi. Cambridge City Council would be responsible for the management of the proposed balancing pond through the S106 Agreement and would a long-term obligation.
- xxvii. It was important to note the balancing pond would primarily serve the Darwin Green 1 development which was in advanced stages of development. The pond would form part of the overall drainage strategy and therefore was key to enabling the other phases of Darwin Green 1 scheme.
- xxviii. If a proposal came forward for housing on the land in South Cambridgeshire to the northern end of the Darwin Green 1 development

this would be a matter which would come to Committee for determination. It would be considered as a separate application and the planning decision should be considered on its own merit.

- xxix. Noted the comment that there was no reason why the balancing pond could not be installed its original location and questioned the need for the relocation.
- xxx. The Darwin Green 2 & 3 site allocation had gone through the South Cambridgeshire Local Plan which would have been scrutinised by the relevant Examination process. The Council had set out the intention for that site in detail of up to 1000 homes, a secondary school, and a country park on the retaining Green Belt and therefore deemed available for development.
- xxxi. Darwin Green 1 allocation was made in the Cambridge Local Plan 2006, whereas the Darwin Green 2 & 3 was made in the more-recently adopted South Cambridgeshire Local Plan 2018. During this time there was the approval of the Darwin Green 1 outline consent in 2013.

The Legal Advisor confirmed there was extant permission for the balancing pond. The application sought to relocate the pond which was necessary for the infrastructure of Darwin Green 1. The issue of the Green Belt had been addressed in the Officer report and was acceptable infrastructure which in itself is appropriate development within the Green Belt. The application could be considered in isolation to any other hypothetical application which may be submitted for future consideration.

Councillor Porrer proposed to defer the decision which was seconded by Councillor Smith.

#### The Committee:

**Resolved by 6 votes to 4 to defer** the applications as further information was required in relation to:

- i. more detailed justification for the need to relocate the balancing pond including setting out any advantages in terms of biodiversity. More information on the timing to secure a fully functioning balancing pond to ensure there is no delay with the delivery of the remainder of the Darwin Green 1 parcels

#### **21/58/JDCC      Eddington Lot 4 (Hill)**

The Committee received a Developer presentation on Eddington Lot 4

Members raised comments/questions as listed below. Answers were supplied, and comments from officers but as this was a pre-application presentation, none of the answers or comments were binding on either the intended applicant or the local planning authority so consequently were not recorded in these minutes.

- i. Queried the dimension size of the back gardens for the three and four bed properties.
- ii. Questioned the location and size of the main open space on site.
- iii. Asked if there was enough bike storage on site for the entire development.
- iv. Enquired as to what extent had the plans changed to accommodate the new National Planning Policy Framework.
- v. Suggested that more detail was required on the landscaping of the site.
- vi. Doubted if the bike storage was sufficient to park cargo bikes in sufficient numbers.
- vii. Suggested there should be a green open space for each apartment.
- viii. Asked what sustainable planting, particularly trees, would be used on site.
- ix. Expressed concern at the removal of individual bike storage on the properties.
- x. Asked if dogs would be permitted on the green open spaces.
- xi. The application should promote active travel, yet a third of the space on site was allocated to car parking.
- xii. The provision of a cycle policy should be considered to ensure cycles paths were accessible and would encourage active travel.
- xiii. Suggested there should be a cycle space per individual and not per bedroom.
- xiv. Suggested a net zero construction on site would be welcome.
- xv. Advised provision for electric vehicle charging points.
- xvi. Welcomed the change of colour on the buildings.
- xvii. Should consider the installation of heating systems which could be reversed to a cooling system when required; the top floor flats could get very hot.
- xviii. Asked what active play provision for children would be on site.
- xix. Queried what fossil fuels would be used.
- xx. Suggested there were some planning elements which were last century and should be updated.

The meeting ended at 1.05 pm

**CHAIR**

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**JOINT DEVELOPMENT CONTROL COMMITTEE**

15 December 2021  
10.30 am - 3.00 pm

**Present:** Councillors Bradnam (Chair), Chamberlain, Daunton, Hawkins, Porrer, Smart (Vice-Chair), S. Smith, Thornburrow, Gawthrope Wood and Nethsingha

Councillor Nethsingha left before consideration of item 21/64/JDCC.  
Councillor Daunton left before the vote on item 21/64/JDCC.

**Officers Present:**

Assistant Director Delivery, Cambridge City and South Cambridgeshire District Councils: Sharon Brown  
Principal Planning Officer: Yole Medeiros  
Principal Planning Officer: Guy Wilson  
Legal Adviser: Keith Barber  
Committee Manager: Sarah Steed

**Other Officers Present:**

Principal Transport Officer: Tam Parry

**FOR THE INFORMATION OF THE COUNCIL**

**21/60/JDCC Apologies**

Apologies were received from Councillors D.Baigent, Bygott, Hunt and Page-Croft (Councillors Gawthrope Wood and Nethsingha attended as alternates).

**21/61/JDCC Declarations of Interest**

Item	Councillor	Interest
21/65/JDCC	Porrer	Personal: One of the owners of the land were Universities Superannuation Pension Scheme (USS). Had a pension but was a current non-contributor with USS Pension. Discretion

		unfettered.
21/65/JDCC	Gawthorpe Wood	Personal: One of the owners of the land were Universities Superannuation Pension Scheme (USS). Had a pension with USS Pension. Discretion unfettered.
21/65/JDCC	Daunton	Personal: One of the owners of the land were Universities Superannuation Pension Scheme (USS). Had a pension with USS Pension. Discretion unfettered.
21/64/JDCC	Chamberlain	Personal: Was the Chairman of Caravan Club which operated at Cherry Hinton Caravan site.

## 21/62/JDCC Minutes

The Chair proposed the following amendments to the October JDCC minutes  
deleted text ~~struck through~~, additional text underlined:

On page 9 of the agenda:

Councillor Scutt proposed an amendment to the Officer's recommendation to include an informative drawing the Applicant's attention that it was their responsibility to address concerns about damage to buildings ~~caused through tree impact on the soil~~ as a consequence of trees being close to the buildings – soil drying out leading to subsidence etc.

At the top of page 12 of the agenda:



iv. Ground water would be evacuated through controlled discharge ~~from~~ to the sewer.

On p16 of the agenda under 'the Committee raised the following concerns in response to the Officer report':

ii. People would have to travel past the site then double back to access it by bus or cycle. Requested an additional access point in the north west ~~top-left~~ corner of site.

The minutes would be checked with the officers present at the meeting and then tabled at a future meeting for approval.

**21/63/JDCC      21/03619/REM - Land between Huntingdon Road and Histon Road, Cambridge (Darwin Green 1 BDW 5 & 6)**

The Committee received a reserved matters application for fifth and sixth housing phases and Allotment 3 (collectively known as BDW5 and 6) including 411 dwellings and allotments with associated internal roads, car parking, landscaping, amenity and public open space. The reserved matters include access, appearance, landscaping, layout and scale related partial discharge of conditions 6, 8, 10, 14, 15, 17, 18, 22, 25, 26, 27, 28, 29, 35, 40, 49, 52, 58, 62, 63, 66 and 69 pursuant to outline approval 07/0003/OUT.

The Committee noted the amendments to conditions 3 and 13 and the additional condition regarding obscured glazing contained in the Amendment Sheet.

The Committee received two representations in objection to the application from local residents.

The first representation covered the following issues:

- i. They had emailed Committee members in advance of the meeting with their concerns.
- ii. Had met with Ray Houghton, (the Applicant's representative) to discuss concerns and felt that the only suitable option would be to remove Plot 202 or place it elsewhere on the site as the current position would cause a detrimental and overbearing impact on the amenity of their property.
- iii. Was disappointed that a workable solution had not been accepted.
- iv. Plot 202 impacted on the street scene of Martingale Close.

- v. Suggested the space vacated by Plot 202 could alternatively be used as a wildlife corridor.
- vi. Asked that they were afforded the same rights, amenity and enjoyment as every other resident along the eastern boundary of the site.
- vii. Asked the Committee to refuse the application due to the unacceptable overbearing impact of the development on the neighbouring properties.

The second representation covered the following issues:

- i. The landscape masterplan bore no resemblance to the original design which had been circulated by the developers.
- ii. The original plans should be retained. No privacy would be protected by the new plans.
- iii. Noted that tree canopy was important to provide benefits to residents.
- iv. Asked the Committee not to approve the application without the improvement of planting in the area.

(Ray Houghton) (Applicant's Agent) addressed the Committee in support of the application.

The Committee raised the following concerns in response to the report.

- i. The effect of Plot 202 on the residential amenity of existing properties.
- ii. Compliance with fire safety regulations.
- iii. Requested the removal of Permitted Development rights for above garage spaces to retain amenity space.
- iv. Queried the landscape condition.
- v. Queried allotment phasing.
- vi. Queried garden size.
- vii. Requested an amendment to condition 4 so that this referred to EV charging points not ducting.
- viii. Requested an informative regarding cargo bike parking provision for visitors and residents.
- ix. Expressed concerns about Plot 202 and why this was a marker building.
- x. Expressed concerns regarding Plots 197 and 312.
- xi. Asked for clarification regarding the clustering requirements.
- xii. Asked for clarification regarding space standards.
- xiii. Asked for the objector's photographs to be shown to the Committee.
- xiv. Asked what community facilities would be available.
- xv. Asked if the internal roads would be adopted.

xvi. Asked if there was any provision for lifetime homes.

In response to Members' questions the Principal Planning Officer said the following:

- i. Did not feel the impact of Plot 202 was at a level to require a review of the proposals.
- ii. The Fire Service had not raised any objections to the proposed development and had only requested fire hydrants.
- iii. The tree planting met the landscaping requirements and had been approved by the Landscape Officer.
- iv. Allotment phasing was set out in the allotment plan which had been approved at the outline application stage.
- v. There was no minimum size for gardens set out in the outline permission, most were approximately 40 square metres although noted there were some smaller units.
- vi. Enhancements between the proposed and existing properties would be improved through the arboricultural assessment.
- vii. A cargo bike informative could be included. She stated she was not recommending the discharge of condition 49 relating to bicycles.
- viii. The intention for Plot 202 to be a marker building was a strategy with the Design Code.
- ix. The units were under the clustering requirements except for block F1 which had 13 units and block P1 and Q1 which had 26 units instead of 25 units.
- x. The internal layout had been assessed to be flexible enough to accommodate the number of beds proposed per unit.
- xi. The houses on the eastern elevation were not added late and had been included in the pre-application discussions. Officers had visited the site and concluded they were happy with the views.
- xii. A community facility was being provided which would serve the whole of the Darwin Green development. It was not located within the site boundary.
- xiii. Confirmed the internal roads would be constructed to adoptable standards.
- xiv. Confirmed there was a condition which required 15% of the homes to be accessible and adaptable.

The Committee:

**Unanimously resolved** by the exercise of one single vote taking together paragraphs 227 and 228 of the Officer recommendation to grant the application for planning permission in accordance with the Officer recommendations set out in paragraph 227 and to approve or refuse the partial discharge of the conditions as set out in paragraph 228, for the reasons set out in the Officer's report, subject to:

- i. the planning conditions set out in the Officer's report; and
- ii. the amendments contained in the Amendment Sheet; and
- iii. amendments to the following conditions with the detailed wording delegated to officers in consultation with the Chair and Vice-Chair:
  - a. condition 18 to extend the removal of Permitted Development rights to integral terraces and to remove Permitted Development rights from all dwellings along the eastern boundary.
  - b. condition 4 to refer to EV charge points and not ducting, and
- iv. an additional modification condition:
  - a. to remove Plot 202 in its entirety from the scheme and
  - b. the review / redesign of Plots 197 and 312 with the detailed wording being delegated to officers in consultation with the Chair and Vice-Chair; and
- v. an informative included on the planning permission in respect of cargo bike parking provision for visitors and residents.

**21/64/JDCC 20/05040/FUL - Land to the West of Peterhouse Technology Park, Fulbourn Road, Cambridge**

Councillors Gawthrope Wood, Porrer and Smart weren't present when this application was last considered at the October 2021 Committee but as the application would be considered afresh all Members in attendance could engage in the determination and vote on the application.

The Committee received an application for full planning permission for the erection of a new building comprising E(g) floorspace with car and cycle parking, landscaping and associated infrastructure.

The Committee noted the amendments to paragraph 7 and 126 of the Officer report and the updated recommendation detailed in the Amendment Sheet.

The Principal Planning Officer also noted the main change since the item was last reported to Committee was the addition of a condition restricting access to the roof terrace.

(Ian Wright) (representing the Applicant) addressed the Committee in support of the application.

The Committee raised the following concerns in response to the report.

- i. Queried the travel plan and asked if specific targets could be put on traffic movements.
- ii. Asked for clarity regarding foul drainage capacity detailed in paragraphs 80 and 81 of the Officer's report.
- iii. Expressed concerns about the surface water drainage.
- iv. Noted the swale was in the Green Belt.
- v. Queried why no green roof was proposed.
- vi. Queried landscaping.
- vii. Expressed concern about the impact of the development on off-street parking in residential areas.
- viii. Expressed concerns about overshadowing.
- ix. Queried the sunlight / day assessment.
- x. In view of the Access Officer's comments, asked for the inclusion of a condition regarding sliding doors and a changing places cubicle.
- xi. Queried biodiversity net gain.
- xii. Expressed concern regarding the travel plan and thought Cherry Hinton was already at capacity.
- xiii. Requested an informative regarding cargo bike parking provision.
- xiv. Asked if the cycle store could have a green or brown roof.
- xv. Queried EV charging provision.
- xvi. Queried how the restriction of access to the roof terraces would be monitored.

In response to Members' questions the Principal Planning Officer and Principal Transport Officer said the following:

- i. The Applicant had not sought to amend the scheme but had provided extra information including a daylight / sunlight assessment.
- ii. The Applicant had submitted further information which provided examples as to how they could meet the targets set out in the travel plan. Was comfortable that this application could meet the travel plan targets.
- iii. Paragraphs 80 and 81 of the Officer report clarified that Cambridge Water Recycling Centre did not have capacity to accept foul drainage but

Anglian Water would be obligated if planning consent was granted to accept the foul drainage.

- iv. Confirmed that condition 13 regarding surface water drainage could be amended to require details of parties responsibilities for long term maintenance to be submitted.
- v. Confirmed the swale on the southern part of the site was within the Green Belt and was intended to deal with the flow from the fields. The Applicant had undertaken an infiltration assessment to check the drainage capacity of the swale.
- vi. Officers felt the landscaping proposals were acceptable.
- vii. Noted that the development next door (Arm) had been conducting traffic surveys for the past 3-4 years and if the application was approved the Applicant would then carry the traffic surveys on. If any impact on off-street parking was found the section 106 Agreement secured a financial contribution to alleviate any impact.
- viii. Officer's view was that it was unlikely there would be any harmful impact from overshadowing and there was no noticeable loss to daylight.
- ix. The sunlight / daylight assessment had mapped out each window and any impact resulting from the development. There would be some limited overshadowing inside the winter solstice although this was acceptable under Building Research Establishment (BRE) guidance.
- x. Confirmed there would be a 15% biodiversity net gain.
- xi. Noted that there had been a lot of development in Cherry Hinton and that the Greater Cambridge Partnership (GCP) were implementing transport measures. The Applicant had looked at other developments in Cherry Hinton and had modified traffic flow. Officers were happy with the traffic plan as it proposed a lot of mitigation measures.
- xii. Noted that a green roof and planting to the south side of the cycle stores could be secured by a condition.
- xiii. EV charging provision was proposed in the permanent parking spaces.

The Committee:

**Resolved (by 6 votes to 2)** to grant the application for planning permission in accordance with the Officer recommendation for the reasons set out in the Officer's report, subject to:

- i. the prior completion of a Section 106 Agreement under the Town and Country Planning Act 1990 with delegated authority to Officers to negotiate, secure and complete such an Agreement on the terms set out within the Officer's report and any others considered appropriate and necessary to make the development acceptable in planning terms; and
- ii. the planning conditions specified in the Officer report with the final wording of any significant amendments to be agreed in consultation with the Chair and Vice Chair prior to the issuing of planning permission; and
- iii. an amendment to condition 13 requiring the submission of details of the surface water management responsibility; and
- iv. additional conditions regarding:
  - a. sliding doors and an accessible changing cubicle;
  - b. green roof on the cycle store and planting to the south of the cycle store;
- iv. the informatives as set out in Appendix 1 of the Officer's report to be included at the discretion of Officers with an additional informative included in respect of cargo bike parking provision.

**21/65/JDCC Deed of Variation to S106 Agreement (Country Park provisions) attached to the outline permissions dated 9 October 2009 (080048/OUT and S/0054/08/0) for the Trumpington Meadows development, Hauxton Road Cambridge**

This application could not be considered as the meeting was inquorate. Item deferred to the next meeting.

**21/66/JDCC Meeting Dates 2022/23**

This item could not be considered as the meeting was inquorate. Item deferred to the next meeting.

The meeting ended at 3.00 pm

**CHAIR**

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**JOINT DEVELOPMENT CONTROL COMMITTEE**

26 January 2022

10.30 - 11.01 am

**Present:** Councillors D. Baigent, Bradnam (Chair), Chamberlain, Daunton, Fane, Howell, Porrer, Smart (Vice-Chair), S. Smith and Thornburrow

**Officers Present:**

Assistant Director (Delivery), Cambridge City and South Cambridgeshire District Councils: Sharon Brown

Delivery Manager (Strategic Sites): Philippa Kelly

Legal Adviser: Keith Barber

Committee Manager: Claire Tunnicliffe

Meeting Producer: Boris Herzog

**FOR THE INFORMATION OF THE COUNCIL****22/1/JDCC Apologies**

Apologies were received from Councillor Hawkins and Councillor Hunt with Councillor Fane attending as the alternate.

Apologies were received from Councillor Bygott and Councillor Howell attended as the alternate.

Apologies were received from Councillor Page-Croft.

**22/2/JDCC Declarations of Interest**

Item	Councillor	Interest
22/3/JDCC	Daunton	Personal: One of the owners of the land were Universities Superannuation Pension Scheme (USS). Had a pension but was a current non-contributor with USS Pension. Discretion unfettered.
22/3/JDCC	Porrer	Personal: One of the owners of the land were Universities Superannuation Pension Scheme (USS). Had a pension but was a current non-contributor with USS Pension. Discretion unfettered
22/3/JDCC	Bradnam	Personal: Member of the Wildlife Trust. Discretion unfettered.
22/3/JDCC	Smith	Personal: Had previously carried out consultancy work for the Wildlife Trust. Discretion unfettered

**22/3/JDCC Deed of Variation to S106 agreement (country park provisions) attached to the outline permissions dated 9 October 2009 (080048/OUT and S/0054/08/0) for the Trumpington Meadows development, Hauxton Road**

The Assistant Director (Delivery) outlined the Deed of Variation to S106 Agreement (in relation to its Country Park provisions) attached to the outline permissions dated 9 October 2009 (080048/OUT and S/0054/08/0) for the Trumpington Meadows for 2200 dwellings and associated infrastructure.

In response to Members' questions, the Assistant Director (Delivery) said the following:

- i. The Application had been brought to Committee because the item was a Deed of Variation to a S106 Agreement which was not an officer delegated matter under 1(i) of the Scheme of Delegation of the Joint Development Control Committee (JDCC).
- ii. The Wildlife Trust's management of the County Park had been deemed very successful. The proposal to transfer the freehold estate to the Wildlife Trust rather than grant it a long lease (as provided by the 2009 s106 Agreement reflected that accomplishment.
- iii. The bridge was not part of the transfer arrangements and would be retained by the Highway's Authority, Cambridgeshire County Council.
- iv. Confirmed the Wildlife Trust were satisfied with the access arrangements.
- v. A separate legal contract had agreed an endowment for the Wildlife Trust with the deed of variation from the landowner.
- vi. An Annex to the 2009 S106 Agreement detailed the management and maintenance arrangements for the Country Park. Any future proposals for changes would be subject to the need for a deed of variation.
- vii. The Highways Authority had been pursuing a traffic regulation order concerning the parking with the adoption of the main highway. This was now being reconsidered due to the large number of objections that were received from occupiers of the development. However, parking was a separate matter not related to this deed.

The Legal Advisor believed the Country Park would benefit from better legal protection for its future by virtue of the proposed Wildlife Trust ownership.

## The Committee

**Resolved unanimously** the Joint Development Control Committee authorise the completion of the Deed of Variation to the S106 Agreement, with delegated authority to officers to agree the final wording of the Deed of Variation

### **22/4/JDCC 21/04795/FUL - Trumpington (Retail Units at Hobson's Square, Cambridge, Cambridgeshire CB2 9FN)**

This item was withdrawn

### **22/5/JDCC Meeting Dates 2022/23**

The following meeting dates were unanimously agreed:

2022/23	Committee Meeting	Development Control Forum
June	22	As required
July	20	As required
August	17	As required
September	21	As required
October	19	As required
November	16	As required
December	21	As required
January	25	As required
February	15	As required
March	15	As required
April	5	As required

The meeting ended at 11.01 am

**CHAIR**

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**Report to:**

Joint Development Control  
Committee

16 March 2022

**Lead Officer:**

Joint Director of Planning and Economic Development

## 21/04336/REM – Land to the West and South West of Addenbrookes Campus, Robinson Way, Addenbrookes Hospital, Cambridge (Queen Edith's Ward)

**Proposal:** Reserved Matters application pursuant to 06/0796/OUT (as amended by 21/01584/S73) for a new Cambridge Children's Hospital (CCH), hard and soft landscaping, internal roads, and ancillary infrastructure. Discharge of Condition 14 (Amenity Space Strategy) pursuant to outline approval 06/0796/OUT.

**Applicant:** Cambridge University Hospitals NHS Foundation Trust

**Key Material Considerations:**

- Principle of development
- Context of site, design, and external spaces
- Access and transport
- Environmental considerations
- Impact on residential amenity
- Third party representations

**Date of Member site visit:** N/A

**Is it a Departure Application?:** No

**Decision due by:** 18.03.2022 (Extension of Time)

**Application brought to Committee because:** This is an application for major development within the JDCC administrative area.

**Presenting Officer:** Philippa Kelly, Strategic Sites Delivery Manager

## Executive Summary

- 1.The proposal is for a new Cambridge Children's Hospital on land within the Cambridge Biomedical Campus. It follows the granting of outline planning permission in 2009 for Phase 1 of the campus development and is the last reserved matters application to come forward under this permission.
- 2.The proposed Cambridge Children's Hospital building would meet an identified local and regional health care need on the Addenbrookes campus. It will be a visionary new children's hospital, which will combine the mental and physical treatment of children, through combined research and healthcare treatment.
- 3.The proposals would deliver new accommodation for children's health services over six floors (including a basement level, interstitial plant floor and roof level plant), along with biomedical research accommodation for the University of Cambridge
- 4.Sustainable design and construction has played a significant role in determining the design of the scheme. A net zero carbon route map has been proposed in order to demonstrate compliance with the emerging NHS Net Zero Carbon Buildings Standard. The building also aspires for BREEAM 'outstanding' rating, which exceeds the requirements of the outline planning approval (requiring a BREEAM 'very good' rating).
- 5.This reserved matters application proposal accords with the Parameter Plans approved under the outline planning permission. The proposals would deliver a high quality and well-designed scheme which seeks to be one of the most sustainable hospitals in the United Kingdom.
- 6.The application also seeks to discharge Condition 14 of the outline planning approval 06/0796/OUT, which relates to the informal amenity space strategy. The landscape proposals reflect the CCH core values which contribute to providing a positive environment for patients, visitors and staff.

## Recommendation

- 7.The application proposals are **recommended for approval**, subject to the conditions and informatives set out at the end of this report, with authority delegated to officers to undertake appropriate minor amendments of those conditions and informatives prior to issue of the planning permission.
- 8.The information submitted to demonstrate the discharge of Condition 14 of 06/0796/OUT (informal amenity space strategy) has been accepted, and the recommendation is for this **condition to be discharged**.

# Relevant Planning History

9. Within the CBC Phase 1 site and Strategic Masterplan area, a number of key developments have been delivered or under construction.

The relevant site history is as follows:

Planning Reference	Description	Outcome
21/04337/FUL	Construction of an underground service corridor to serve the proposed new Cambridge Children's Hospital.	Current planning application
21/02526/S73	Retention and continued use of Regional Surge Centre 40 (RSC 40), ancillary buildings and infrastructure constructed pursuant to planning permission granted under Schedule 2, Part 12 A, Class A of the GPDO (2015) (As Amended) without compliance with conditions A.2. (b) (time period) and condition A.2(c) (use of land) of that planning permission.	Granted 11 October 2021
21/03510/SCRE	Screening request under EIA Regulations 2017:  Reserved matters application pursuant to outline consent 06/0796/OUT for the Cambridge Children's Hospital.	Screening request issued 02 September 2021 – no EIA required.
Various S73 applications, most recently 21/01584/S73	AstraZeneca variation of CBC outline re construction hours.	Granted.
06/0796/OUT	Phase 1 Cambridge Biomedical Campus:  Up to 215,000 sqm of floorspace (excluding plant areas) comprising 60,000sqm of clinical research and treatment (D1 and/or clinical in-patient treatment), 115,000sqm of biomedical and biotech research and development (B1(b), 15,000sqm of biomedical and biotech research and development (B1(b)) or clinical research and treatment (D1 and/or clinical in-patient treatment), and 25,000sqm of either clinical research and treatment (D1 and/or clinical in-patient treatment) or higher education or sui generis medical research institute uses, and including related support activities within use classes A1, A3, B1, D1 (creches/nurseries) or sui generis uses, with no individual premises used for support activities to exceed 500sqm; new areas of public realm;	Granted 15 October 2009

	landscaping; parking areas; highway works; drainage works and all other associated infrastructure.	
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# Planning Policies

## National Guidance

- 10.National Planning Policy Framework (NPPF) 2021
- National Planning Practice Guidance (NPPG)
- National Design Guide (NDG)
- Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design

## Cambridge Local Plan (CLP) 2018

- 11.Policy 1: The presumption in favour of sustainable development.
- Policy 5: Strategic transport infrastructure.
- Policy 8: Setting of the city.
- Policy 14: Areas of Major Change and Opportunity Areas – general principles.
- Policy 17: Cambridge Biomedical Campus (including Addenbrooke’s Hospital Area of Major Change).
- Policy 27: Site specific development opportunities.
- Policy 28: Carbon reduction, community energy networks, sustainable design and construction, water use.
- Policy 29: Renewable and low carbon energy generation.
- Policy 31: Integrated water management and the water cycle.
- Policy 32: Flood Risk.
- Policy 33: Contaminated land.
- Policy 34: Light pollution control.
- Policy 35: Protection of human health and quality of life from noise and vibration.
- Policy 36: Air quality, odour and dust.
- Policy 37: Airport safeguarding.
- Policy 42: Connecting new development 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 61: Conservation and enhancement of Cambridge’s historic environment.
- Policy 68: Open space and recreation provision through new development.
- 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; and
- Policy 82: Parking management.

The application site lies within site M15 of the Cambridge Local Plan 2018 Policies Map (Cambridge Biomedical Campus (including Addenbrooke’s Hospital).

## Supplementary Planning Documents (SPD)



12. Greater Cambridge Shared Planning Sustainable Design and Construction SPD (2020).  
Cambridgeshire Flood and Water SPD (2016).  
Cambridgeshire and Peterborough Waster Partnership (RECAP): Waste Management Design Guide (February 2012).

### Other Material Considerations

13. Cambridge University Hospitals NHS Foundation Trust (CUH) Strategic Masterplan (2010).  
Cambridge City Council Public Art SPD 2010.

## Publicity

- |                        |     |
|------------------------|-----|
| 14. Advertisement      | Yes |
| Adjoining Owners:      | Yes |
| Site Notice Displayed: | Yes |

## Consultation

15. The response of consultees and third parties have largely been summarised. The full responses are available on Council's public access website.
16. **Cambridgeshire County Council (Highways Development Management)**  
No objection. The proposed works are located at a considerable distance from the nearest adopted public highway, therefore, no significant adverse effect upon the Public Highway should result from this proposal, should it gain benefit of Planning Permission.
17. **Cambridgeshire County Council Lead Local Flood Authority (LLFA)**  
Application as Amended: Remove objection. The documents submitted demonstrate that surface water from the proposed development can be managed on site and discharged to the existing swale previously designed to accommodate drainage at the site and wider area.  
  
Application as Submitted  
Objection for reasons relating to the hydraulic calculations; capacity of existing swale; details of adoption/maintenance of the drainage system; approach to assessing water quality of surface water runoff.
18. **Cambridgeshire County Council Archaeological Officer**  
Confirms agreement to approach outlined in the archaeology memo.
19. **Cambridgeshire Quality Panel (Pre application meeting 02 August 2021)**  
No objection. Comments provided relating to the following:
  - The relationship of the scheme to the wider site and emerging new Masterplan.

- Connectivity to and within the hospital campus.
- Design of green and public spaces.
- The user experience.

**20. Greater Cambridge Shared Planning Service Urban Design Team**

Application as Amended:

Comments. Overall the updated drawings and accompanying information are supported.

Application as Submitted:

No objection. Detailed comments provided. The proposals are considered acceptable in urban design terms. A number of minor clarifications and amendments are needed to the public realm, but these could be resolved through the discharge of conditions process. Recommends conditions relating to materials, sample panel, cycle parking, wayfinding and signage, internal landscape, courtyard and breakout spaces.

**21. Greater Cambridge Shared Planning Service Landscape Officer**

Application as Amended:

No objection. Comments. No objection. Comments. Recommends conditions relating to hard and soft landscape works; topsoil and subsoil specification; irrigation methods; green and blue roof; soft landscape works and gas store.

Application as Submitted:

No objection. Comments. Requests further information.

**22. Greater Cambridge Shared Planning Service Sustainable Design and Construction Officer:**

No objection. Detailed comments provided. The overall approach being taken is welcomed, and the proposed scheme is supported in sustainable construction terms.

**23. Greater Cambridge Shared Planning Service Conservation Section:**

No objection. No material conservation issues.

**24. Greater Cambridge Shared Planning Service Access Officer**

The application proposals were presented to a meeting of the Disability Consultative Panel on 27 July 2021. Panel praised the presenters for their thoughtful approach to a much-needed facility. Detailed comments provided.

**25. Cambridge City Ecologist:**

Application as Amended

Content with the information submitted.

Application as Submitted

No objection. Comments. Requests completed DEFRA BNG Metric which clarifies assumptions made on existing and new habitat condition and demonstrates how the proposed BNG will be provided.

**26. Cambridge City Sustainable Drainage Engineer:**

The development proposed is acceptable subject to the imposition of conditions relating to details of the surface water scheme, details of the construction, flood

resilience measures, flood resilience works timing, surface water drainage scheme verification and foul drainage.

**27. Cambridge City Health and Environmental Services:**

No objection. The development is acceptable subject to conditions/informatives relating to the following: Noise Insulation Scheme; Servicing Collections and Deliveries Times; Standby Emergency/Back Generator Operation.

**28. Cambridgeshire Fire and Rescue:**

No objection. Comments. Requests adequate provision be made for fire hydrants should the scheme be approved.

**29. Environment Agency:**

No objection. Recommends informatives relating to environmental permitting and contaminated land.

**30. Anglian Water:**

Comments. Requests foul water drainage strategy to show proposed discharge rate from the pumping station, which demonstrates that there will be no increased risk of flooding in the downstream network. Requests to be consulted on any forthcoming application to discharge Condition 21 of the outline planning application 06/0796/OUT (detailed foul drainage information).

Advises that surface water management comments will subsequently be provided in respect of the submitted surface water drainage information.

**31. Shared Waste Commercial Waste Manager:**

No comments received.

**32. Cambridgeshire Constabulary Designing Out Crime Officer:**

No comments to make.

**33. Cambridge Airport:**

No comments received.

## **Representations**

34. One representation was received from the occupant of 28 Vawser Way, Cambridge, objecting to the application on the following grounds:

- Impact of noise associated with the development on local residential amenity.
- Impact of increased car parking on adjacent residential streets.

## **The Site and Surroundings**

35. The Cambridge Biomedical Campus (CBC) comprises biomedical research, patient care and education on a single site. It is located south of Cambridge City centre, accessed via the Cambridgeshire Guided Busway and via Long Road to the north, the

Hills Road/Fendon Road/Robinson Way Roundabout to the east, and from the south-west via Addenbrooke's Road.

36. The application site occupies a central location at the heart of the CBC, which was consented in 2009 through the outline planning permission for Phase 1 (06/0796/OUT). It is located to the south of Robinson Way and the existing Rosie Maternity Hospital to the north. It is bounded by Robinson Way to the north. The southern and eastern boundaries are formed by Dame Mary Archer Way.
37. The southern site boundary is edged with swales, gabion walls and hedges which form part of the water retention infrastructure of Dame Mary Archer Way. There is a row of pine trees on the northern boundary. Young trees have also been planted along Dame Mary Archer Way to the east and south of the site, alongside the swales. In total, the site contains 26 individual trees, one area of trees, and two hedges.
38. Immediately to the west of the application site is the temporary 40 bed Regional Surge centre (RCS) which forms part of the CUH Covid-19 response. Further to the west is a vacant plot of land which forms the residual CBC Phase 1 Land.
39. To the south of Dame Mary Archer Way is 'CBC Phase 2' which is partially built out with the ABCAM development and the Addenbrooke's helipad, beyond which is 'CBC Phase 3', which is identified as a Site Allocation E/2 in the South Cambridgeshire Local Plan (2018).
40. The nearest residential properties to the application site are situated approximately 50m to the south-east, on Vawser Way.
41. CCH forms part of the wider Addenbrooke's Masterplan which was prepared for the site in 2010 by Allies and Morrison and is currently in the process of being updated on behalf of the Cambridge University Hospitals NHS Foundation Trust.
42. CCH is a partnership between Cambridge University Hospitals, NHS Foundation Trust (CUH), Cambridgeshire and Peterborough NHS Foundation Trust (CPDT) and the University of Cambridge.

## **The Proposal**

43. This is a RMA for access, appearance, landscaping, layout and scale, pursuant to 06/0796/OUT (as amended) for a Cambridge Children's Hospital (CCH) of approximately 46,300 square metres. The scheme also proposes hard and soft landscaping, and internal roads and ancillary infrastructure.
44. The proposed accommodation will be provided over six floors, including a basement level, interstitial plant floor and roof level plant. Critical care, operating theatres, day surgery accommodation and in-patient mental and physical health wards are provided for children and young people from birth until they are nineteen. Space is also

provided for imaging and radiology, staff and dedicated family areas, biomedical research, and public reception and café space.

45. At the heart of the building is a central integration hub. This will contain all of the primary circulation spaces for the scheme and provides links between clinical accommodation and shared space for non-clinical activities.
46. The proposals have been designed to a framework which seeks to provide adaptability over time. Three types of spaces are proposed: high tech, medium tech and plant space. High tech accommodation is located in the lower two-storey plinth and is served by the interstitial plant floor above. This space provides for the operating theatres, critical care, laboratories and other heavily serviced spaces.
47. Medium tech accommodation is housed in the upper floors. This generally provides ward accommodation, where patients spend the longest periods of time, and where there are opportunities to maximise access to natural daylight. This also provides opportunities for long distance views out of the hospital and over the Cambridgeshire landscape.
48. The main entrance to the hospital will be on Robinson Way opposite the main entrance to the Rosie Maternity Hospital, the principal route connecting the site to the remainder of Addenbrooke's Hospital. A secondary entrance will be provided to the east, off Dame Mary Archer Way. This secure entrance provides a less public entrance as well as ambulance pick up and drop off, and deliveries.
49. The design of the new landscape surrounding CCH reflects several core values which respond to the programme requirements, as well as addressing placemaking and identify. The four core values for landscape are green, playful, legible and integrated. Together they contribute to the aim of providing a healthy and restorative place which illustrates the positive effects that access to nature has on patients, visitors and staff.
50. Access to the outdoors is a key consideration of the design response, with access within the building provided to many outdoor spaces such as ward gardens and terraces. In addition, external amenity space is provided, including the north forecourt along Robinson Way, gardens, courtyards, green links and a south perimeter meadow.
51. The submission ensures that the existing structural landscape buffer along the Dame Mary Archer way frontage (as identified in the approved outline Parameter Plan 1) is retained. This is extended to include a band of landscaped planting along the south and east of the site, including park trees of mixed species.
52. The landscape approach includes a green perimeter of landscaping around the building. This creates a soft edge and naturalistic buffer between the building and surroundings. It also seeks to introduce new and replacement tree planting, and a green link along the western edge of the plot, aligning to wider CBC connectivity ambitions, by offering pedestrian and cycle routes across the wider campus.

53. Cycle parking is to be provided for visitors and staff. Staff cycle parking is covered and secure. Visitor spaces will be located mainly along the north forecourt and situated close to the main entrance. Standard Sheffield visitor parking is also to be located along the southern edge of Robinson Way, and cargo cycle spaces with wider spacing located underneath the building overhang, close to the main entrance. Cycle parking is also to be provided adjacent the bus stops on Dame Mary Archer Way.
54. Limited car parking is provided in the north-east corner of the site, for blue badge holders, ambulance parking and carpool spaces which are required to be placed on site. Four blue badge drop-off parking spaces north of the main entrance along Robinson Way provide access for blue badge drivers.

### **Pre-application Engagement**

55. Throughout the design process, the project team have engaged extensively with the clinical user groups and various stakeholders to develop the brief for the building. A series of workshops to engage with patients and gather feedback to inform the vision for the future hospital have also been held.
56. The development proposals have been the subject of detailed pre-application dialogue with officers since April 2021, as well as technical sessions relating to Design, Drainage and Environmental Health Issues. In July and August 2021, the pre-application scheme was reviewed by the Disability Consultative Panel, the Cambridgeshire Quality Panel and presented to the Joint Development Control Committee.

### **Application Documents**

57. In addition to the application forms, covering letter and architectural drawings, the application is accompanied by the following supporting information:

- Planning and Consultation Statement (September 2021)
- EIA Statement of Conformity
- Design and Access Statement Rev P01 (September 2021)
- Amenity Space Strategy
- Ecological Impact Assessment and Biodiversity Design Opportunities Statement
- Drainage Strategy and SUDS Report
- Cycle Parking Strategy Note (13 September 2021)
- Air Quality Statement of Conformity
- Noise Statement
- Contaminated Land Technical Note (10 September 2021)
- Energy Strategy
- Gas Enclosure Technical Note
- Extraction Equipment Report
- Arboricultural Survey, Method Statement and Tree Protection Plans
- Archaeology Memo
- Fire Statement

### **Amended Plans and Additional Information**

58. Following the statutory consultation period and initial officer assessment of the application, additional information was submitted to the Local Planning Authority for review. These revisions relate to the following formal submission:

**Covering letter dated 17 December 2021 and accompanying information:**

- **Ecology:** Ecology Addendum and Biodiversity Net Gain Addendum

This information was submitted in response to initial consultation comments made by the City Council Nature Conservation Officer, requesting the clarification of the ecological proposals and provide the Metric (calculation and methodology) to the Biodiversity Net Gain.

- **Landscape:** Landscape Response Document and updated landscape drawings.

Submitted in response to initial consultation comments made by the GCSPS Landscape Officer. The Response Document identifies on an item-by-item basis the matters raised and describes the associated updated landscape drawings. The updates involve refinements to the landscape scheme and did not necessitate any significant changes.

- **Drainage:** Drainage Technical Memo, Updated Drainage Strategy, Updated Drainage Drawings, Updated Drainage Calculations.

Submitted to address comments made by Anglian Water and the Local Lead Flood Authority. The Technical Memo provides clarification and explains the changes to the drainage drawings. The updates involve refinements to the drainage scheme and have not necessitated any significant changes.

- **Architectural:** Updated Building Drawings (Windows), Design and Access Statement Addendum.

The ongoing detailed scheme design led to some minor realignments to the building windows to better serve the intended function and arrangement. The character and general appearance of the external elevations remain as per the original submission. The Addendum document presents and explains this change.

In addition, queries were addressed through the submission relating to noise and construction phasing.

**Discharge of Condition**

59. In addition to the RMA, the submission also seeks the discharge of Condition 14 of the outline planning permission (Amenity Space Strategy) as it relates to the Cambridge Children's Hospital proposal.

## **Planning Assessment**

60. From the consultation responses and representations received and from an inspection of the site and the surroundings, the key issues are:

- Principle of development
- Context of site, design, and external spaces
- Access and transport
- Environmental considerations
- Impact on residential amenity
- Third party representations

## **Principle of Development**

61. The principle of biomedical research and development on the development plot was established under the outline planning permission and Policy 17 of the Cambridge Local Plan 2018 relating to the Cambridge Biomedical Campus Area of Major Change.

62. Policy 17 of the Cambridge Local Plan 2018 relating to the Cambridge Biomedical Campus Area of Major Change supports development where it can be demonstrated that development is required to meet a local, regional or national health care need or for biomedical and biotechnological research and development activities within class B1(b), related higher education and sui generis medical research institutes.

63. Phase 1 related to 215,000 sqm of floorspace comprising 60,000sqm of clinical research and treatment (D1 and/or clinical in-patient treatment), 115,000sqm of biomedical and biotech research and development (B1(b)), 15,000sqm of biomedical and biotech research and development (B1(b)) or clinical research and treatment (D1 and/or clinical in-patient treatment), and 25,000sqm of either clinical research and treatment (D1 and/or clinical in-patient treatment) or higher education or sui generis medical research institute uses, and including related support activities within use classes A1, A3, B1, D1 (creches/nurseries) or sui generis uses.

64. The proposed CCH Building would meet an identified local and regional health care need on the Addenbrookes campus, and thus is acceptable in principle.

## **Compliance with the Outline Planning Permission and Parameter Plans**

65. Outline consent for the expansion of the CUH and CBC was granted planning permission in October 2009. The outline planning permission was supported by a number of Parameter Plans (PP) relating to land use, building heights and building envelopes, which together establish the principles of the subsequent development of the site:

66. Condition 6 of the outline planning permission requires '*development to be substantially in accordance with the parameters*'. The parts of Condition 6 relevant to the assessment of this application are a, b, c, d and f as follows:

- (a) Maximum building heights above ground (including roof level plant but excluding flues) shall not exceed those specified on approved plan PP2.



- (b) Maximum building envelopes shall not exceed those specified on approved plan PP2.
- (c) Building lengths and widths shall accord with the maximum and minimum parameters as specified in the text to approved plan PP3.
- (d) Building heights above ground level shall be no lower than those specified on approved plan PP4.
- (f) Building façades facing south onto the southern spine road shall occupy no more than 60% of their plot width, as measured from and along the southern spine road, within 12m of the boundary with the southern spine road.

- Land Uses

67. Land Uses are identified in PP1 and the scheme is wholly compliant with the uses as identified. In addition, the development is considered to deliver a meaningful landscape buffer as identified on this Parameter Plan.

- Scale, Massing, Building Heights and Building Lines

68. PPs 2 – 5 cover scale and massing (including the maximum and minimum allowable heights of buildings and the maximum and minimum lengths of buildings). PP2 and PP4 also establish the allowed building lines for development and percentages of south facing façades that occupy the building line.

69. PP2 allows an overall maximum height of 36m (excluding flues) to the northern part of the development site and a requirement to step down to 26m to the south. The CCH will be a maximum of 30.4m in the northern (36m maximum) section and 26m in the southern (26m maximum) section. Accordingly, the overall building heights of the proposed building are consistent with this PP.

70. PP2 also establishes the building lines to which any proposals can build to. The proposed northern, eastern and western edges of the building accord with this PP. A blue dashed line also identifies a maximum building extent towards Dame Mary Archer Way to the south.

71. As part of early pre-application engagement on the building form, required footprint and internal organisation, the Applicant established a need for the building line to the south to be 6.5m beyond that identified on PP2 and PP4. As part of these discussions, the ability to deliver meaningful planting in the landscape buffer to the south of the plot to include forest scale trees and safeguard views from the south were taken into careful consideration. It should be noted that Phase 2 of the CBC development allows buildings of up to 46.5m (AOD), approximately 31.3m in height.

72. The proposed scheme allows for the delivery of the required landscape and a step down (as required through PP2) is still being proposed. The maximum building height of 30.4m is also below the maximum allowed through PP2. As such (and given the wording of Condition 6), the amended building line to the southern section of the site is

supported. Officers are of the view that this does not create additional harm to the setting, or the views that supported the outline application.

- Continuous Frontage

73.PP2 and PP4 seek to control the maximum continuous frontage that can occupy the southern boundary. Wording in Condition 6(f) of the outline permission requires that buildings occupy no more than 60% of their plot width to Dame Mary Archer Way and for the remaining façades to be set back at least 12m from this line.

74.PP2 and PP4 identify a blue dashed line set 26m back from Dame Mary Archer Way. Whilst building plots are not identified on these PP's, buildings can occupy up to 60% of the total plot. The balance of the southern façade is to be set back by at least 12m from the blue dashed line.

75.Officers note that the proposed building is set 6.5m further south than the PP2 and PP4 line. This approach has been accepted given that it is considered to be 'substantially in accordance with' the building lines, as required by associated planning Condition 6(f). The plot width, which includes the green corridor to the west and the landscaped space to the east, along the alignment of the blue dashed line is approximately 127m.

76.The proposed hospital has a total frontage of approximately 69m, located 6.5m forward of the blue dashed line. A recessed section on the southern façade is approximately 15m long and set back 12m from the southern façade. It is the view of officers that, once the development is completed, the hospital will be consistent with the requirements of PP2 and PP4 in terms of the required setback sections and maximum 60% continuity of the south facing façades.

77.On the basis of the above evaluation, officers are satisfied that the proposed development is in general accordance with the land use, building heights and building envelopes parameters set by the outline planning permission. In conclusion, there are no objections to the principle of the development and the parameters established through the outline planning permission would be met.

### **CUH Masterplan (January 2010)**

78.A strategic vision for the CUH Addenbrooke's site was set out in a masterplan prepared by Allies & Morrison which was published in January 2010. This set out guiding principles for restructuring the site and externalising entrances and activating a street-based approach to the campus. The strategic masterplan establishes the guiding principles to support the development of the wider CBC and sets the direction to ensure integration of development on the CBC Phase 1 land, as well as within the wider CBC Campus.

79.Whilst the CUH masterplan was not formally adopted by the Council, reference is made to the masterplan at paragraph 3.51 of the supporting text to Policy 17 of the Cambridge Local Plan (2018). Discussions on an update to the masterplan are currently underway.

80. Part of the campus transformation is to either establish or strengthen links to both east-west and north-south directions. This approach will help to create a more legible campus and a better-connected series of streets and open spaces. The proposed CCH largely follows the principles identified in the masterplan, and in particular responds to the future north-south link that passes between the Addenbrooke's Treatment Centre and Rosie Hospital. It creates a 'centre of gravity' to the north-west corner of the application site, providing a rationale for the location of the entrance forecourt and connections across Robinson Way.
81. Officers note that the 'centre of gravity' is located away from the public realm and corner identified in the masterplan at the junction of Dame Mary Archer Way and Robinson Way to the north-east. For reasons of hospital planning, it was not considered possible to deliver the hospital entrance in this location. Notwithstanding this, the public realm design, connection to the bus stop and architectural approach mean that this space is well integrated into the overall approach.

### **Environmental Impact Assessment**

82. The outline planning application for the development of Phase 1 of the CBC fell within the remit of the Town and Country Planning Environmental Impact Regulations ('the EIA Regulations'). An Environmental Statement (ES) was submitted with that application, which identified the likely significant environmental effects of that development.
83. The application proposals are not considered to result in any significant environmental impacts which were considered over and above the original Environment Statement which accompanied the outline planning application. A formal screening opinion request was submitted to the local planning authority under the EIA Regulations 2017, prior to submission of the RMA. The Council's screening response issued in September 2021 confirms that the application proposals are not EIA development.
84. The RMA is accompanied by a statement of conformity of the proposals against the parameters assessed by the 2006 EIA. This demonstrates that the proposed development is substantially in accordance with the approved outline consent and concludes that the proposals are unlikely to give rise to any new significant environmental effects over and above those assessed in the 2006 EIA. Officers agree with this conclusion.

### **Principle of Development - Conclusion**

85. The proposed development of this allocated site will play a key role in delivering the final part of the vision identified for Phase 1 of the CBC through outline planning permission 06/0796/OUT. Subject to specific policy criteria being met (and other material considerations satisfied as discussed below) the proposals are acceptable in principle. The proposed development is therefore in accordance with Policy 17 of the Cambridge Local Plan 2018.

### **Context of Site, Design and External Spaces**

86. The design of the scheme is based on a number of key principles (integration, healing, sustainability, access to the outdoors, homely, adaptability, playful) developed through co-design and collaboration with stakeholders, including patient groups, local charities and clinicians.
87. The evolution of the detailed design and appearance of the CCH is well illustrated and summarised within the submitted Design and Access Statement (DAS). It follows advice offered by the Greater Cambridge Shared Planning Service (GCSPS) Urban Design Officer during pre-application discussions. The scheme has also been considered by Cambridgeshire Quality Panel.
88. The proposed site layout responds to the constraints of the site and the approved outline PP's and planning conditions. The layout, form and scale of the proposal has evolved during pre-application discussion in collaboration with officers and in response to Quality Panel feedback.
89. The design principles have resulted in an organisational plan of the building with three main blocks organised around a central integration hub. The hub creates a legible plan which offers good visibility of the horizontal and vertical circulation routes from the heart of the hospital. A series of break out spaces connect to the central organisational hub creating a variety of scales of space and opportunities for activity at different levels within the hospital building.
90. The approach is supported in design terms, which will create a welcoming and easily understood building for patients and visitors with a good level of ground floor activity helping to engage with the public realm. In accordance with the advice offered by the GCSPS Urban Design Officer, details of signage and wayfinding have been secured by planning condition **(Condition 5: Wayfinding and Signage)**.

### **Scale and Massing**

91. The scale and massing of the building is consistent with the overall envelope established through the PPs as part of the outline approval. A series of views have been submitted to show the proposed building massing in its context. These show how the proposed development will be seen against the established backdrop of the existing hospital buildings.
92. The proposals seek to further model this envelope to respond to the prevailing site context whilst delivering the required floorspace and spatial organisation needs of the hospital. At the pre-application stage, the relationship with the Rosie Hospital to the north, and how the entrance of the building would be read as part of the elevation were a key consideration.
93. The building heights PP allows for a building that is considerably taller than the Rosie Hospital, which presents a challenge in terms of how to achieve a convincing relationship between the different building 'massings' and a good street section. The approach taken by the CCH is to establish a 'datum' that forms a plinth to the new

hospital, and which aligns with the parapet of the Rosie Hospital opposite. The interstitial floor then forms a clear break between the lower plinth and the floors above.

94. Notwithstanding the approved massing envelope, the shadow impact of the proposed hospital on the Rosie Hospital forecourt space has been assessed through a Sunlight Study (page 166 of the DAS). The images reveal that the forecourt area will receive adequate sunlight between 9am and 3pm on the 21 March/21 September. The façades of the Rosie Hospital are likely to experience some shading because of the new hospital, but these will migrate across the elevation. Given the massing envelope consented through the Outline Planning Permission, and the indicated shadowing shown in the DAS, officers are of the view that the impact of the new hospital will be acceptable.
95. The entrance and associated 'integration hub' that pushes all the way through the building is expressed as a recess on the upper floors of the north elevation to help break up the massing and define the way in and out of the building. The rooftop plant screen is then set back and faceted to create a more visual interest and provides something of a contrast to the more rectilinear forms below.
96. To the south of the site, the stepped down massing combines another recess that aligns with the integration hub and provides a modelling of this façade. The service yard will go some way to breaking up the east and west elevations.
97. Officers acknowledge that a building of this scale and massing will be visually prominent (especially whilst other CBC sites remain undeveloped). It is also clear that the proposals will significantly change the outlook from the Rosie Hospital, and impact on the existing character of the associated forecourt space. However, the proposed building form does seek to model the overall massing, within the constraints of the required floorspace, building organisation/clinical dependencies and within the plot area available.
98. Noting that further phases of the CUH/CBC have been approved and given the compliance of the proposals with the established Outline PP's, officers consider that the overall scale and massing is acceptable in design terms.

### **Frontage and Interface**

99. Building interfaces with the existing context enable the building to provide a character and scale which contributes to the broader campus strategy. The northern edge is proposed as a 'civic space' serving entrances to both CCH and The Rosie Maternity Hospital from Robinson Way where the main public thoroughfare across CCH is. The front entrance of the building is located close to the future 'centre of gravity' of the CCH.
100. Existing trees along the northern frontage are to be retained where possible, with a landscape approach that also seeks to introduce new and replacement tree planting. A green link is also provided along the western edge of the plot that provides wider connectivity, offering pedestrian and cycle accessibility.

## Elevations and Materials

101. The ongoing detailed scheme design led to some minor realignments to the building windows during the course of the application, to better serve the intended function and arrangement. The character and general appearance of the external elevations remain as per the original submission.
102. The elevations of the building have been designed to create a legible series of components and materials that have been selected to provide technical performance, visual coherence and interest at all scales. The elevations use the organisational approach dictated by the high, medium and plant technology spaces in the building to help inform the overall rationale for the façades of the building.
103. The central organisational hub creates a strong linking element all the way through the plan form of the building and which extends upwards through the different levels. It also provides the location for a setback section to the northern façade which will be repeated, albeit at a reduced scale, to the southern façade of Phase 2.
104. The interstitial plant floor emphasises the plinth of the building and the datum with the Rosie Hospital to the north. Horizontal reconstituted stone bands and fair-faced concrete create an overall ordering framework to the elevations. The setback section at ground and first floors along Robinson Way helps to define the entrance and provide a weather protected approach to the building.
105. The sawtooth façade, ceramic fins and profiled panels are three key component parts that make up the majority of the elevation. This is interspersed with glazed panels and louvred panels that provide the building with its necessary technical performance. This is all crowned by a plant screen that mitigates the visual impact of roof mounted plant.
106. The DAS provides a comprehensive description of the approach taken to selecting the colour palette for the building and the way in which it is applied to the elevations using ceramic louvres. A key requirement for the hospital which was identified by children during consultation exercises, was that it should be colourful and playful which is a contrast to the usual more subdued approach often taken to such buildings.
107. The proposed materials palette reflects the design approach to the building, which seeks to create a homely atmosphere that allows for some normality of everyday life to continue for patients and their families, whilst needing to feel cheerful and welcoming for both patients and visitors alike.
108. A domestic material palette is proposed to be used in the internal spaces of the building, whilst the external materials includes a palette of seven colours which have been developed that resonate with the wider landscape context of the site - this palette of greens, greeny blues, oranges and buffs was inspired by the cornfields and native planting of the East Anglian landscape. A more neutral/muted palette formed by either reconstituted stone or fair-faced concrete is also employed for the overall framing/structure of the building that helps to rationalise the colour usage and provide a coherence to the design.

109.The approach taken to the composition of the building and the rationale for the materials used and their application to the elevations is successful and supported in design terms. Conditions have been recommended to require the details of all materials for the external surfaces, including sample panel (**Condition 2: Materials; Condition 3: Sample Panel**).

### Cambridgeshire Quality Panel

110.The Cambridgeshire Quality Panel reviewed the emerging proposals on 2 August 2021. The Panel were generally supportive of the proposals. A number of specific points were raised which are set out in Table 2 below.

**Table 2:** Quality Panel Issues and Officer Responses.

Issues and Recommendations of Quality Panel	Response
Explain how the design responds to the emerging new Masterplan and reinforces connections to surrounding buildings and spaces.	Sections 2.8 and 2.9 of the DAS sets out how the design for the CCH has been informed by and accords with the design principles set out in the emerging Masterplan (which build from the 2010 intentions and respond to the emerging requirements and demands on the campus).
Provide scaled cross sections of the design and streetscape and reconsider the scale and experience of courtyard spaces for users	Section 4.10, 5.7 - 5.10 and 5.19 of the DAS provide a detailed consideration of the character of the external amenity space, including courtyard spaces.
Could the design be improved by occupying the prominent North east corner	Section 2.9 and 71 of the DAS explains the rationale for positioning the building at the north-west corner of the site and orienting the main entrance along the northern façade along Robinson Way.
Develop the planting strategy across the scheme to reduce its internal hardness and reinforce the healing power of nature	Section 5.11, 5,12 5.15 of the DAS set out the planting design objectives, including the creation of a variety of colours, textures and scents around the hospital to enhance the character of spaces.
Use of colour generally supported but must be more than façade decoration	Section 4.5 of the DAS sets out in detail the approach to the façade design, which include the consideration of designing for children, the context, building scale and technical requirements.

Applaud environmental and energy ambitions but ensure firm targets are embedded in scheme	<p>Chapter 6 of the DAS (and Energy Statement) set out the environmental sustainability strategy. The project has a vision of 'net zero carbon and high environmental sustainability' as a guiding principle.</p> <p>The NHS is committed to achieving net zero carbon emissions by 2045 will serve in establishing embodied carbon targets for CCH.</p>
Review SuDs to ensure it is fit for purpose and future proofed.	Chapter 6.8 and 6.9 of the DAS identifies the surface water drainage system showing the resilient measures provided for in extreme cloud burst events. Details of the SuDS are set out in the Drainage Strategy.

111. Officers are of the view that the issues raised by Quality Panel have been satisfactorily addressed through the application submission.

### **Inclusive Access**

112. The application proposals were discussed at a meeting of the City Council's Disability Consultative Panel in July 2021. The Panel were pleased by the scheme's approach to securing accessibility throughout the design process and made a number of recommendations for improvements.

113. The Panel's recommendations have been incorporated into the scheme as part of design development, with others to be incorporated at the next stage, when the interior layout and design of the building is finalised. Section 7.9 of the DAS provides a detailed account of the scheme discussion with the Panel.

114. On the basis of the above, officers are satisfied that the accessibility of Policies 56 and 57 of the Cambridge Local Plan 2018 have been met.

### **Phasing of Development and Meanwhile Uses**

115. The proposals rely on an Underground Service Corridor that physically connects the proposed CCH to the existing subterranean logistics routes that run throughout the Addenbrooke's site on the opposite side of Robinson Way. This link is integral to the operation and management of the CCH. The proposed service corridor sits outside of this RMA and requires a separate planning application (reference 21/04337/FUL), the report for which can be found elsewhere on this Agenda).

116. Whilst this RMA is for a single scheme, it is proposed that the CCH will be delivered in two construction phases. The Phase 1 accommodation, comprising approximately 34,500 square metres of integrated health care services will be located in the northern section of the site. The smaller Phase 2 mass (comprising an additional integrated ward and expansion to theatres and critical care), will be located in the southern section of the site, with a total floor area of approximately 11,800 square metres.



117. The delivery of both phases in one construction phase would be subject to funding, and as such the proposal is to develop Phase 1 to the north, followed by Phase 2 to the south. This approach allows for there to be a pause in the construction of the scheme, if required at that time.
118. The application proposals present the finished Phase 1 with a meanwhile landscape scheme in place. Once Phase 2 progresses, the final landscape scheme would be delivered, and the final Phase 2 block constructed. Whether the scheme pauses at Phase 1 or moves straight to Phase 2, the submitted plans provide for appropriate landscaping along with pedestrian access and cycle provision to always be in place.
119. Under the first phase of the CCH proposals, the meanwhile landscape will contain a series of play spaces, gardens, activity space and vegetation, offering recreation space for patients, family members and staff. This landscape includes a playground for younger children and staff garden, as well as flowering meadow around the perimeter. It is proposed that the amenity spaces will be relocated to the roof terrace of Phase 2, once built.
120. As part of the meanwhile use proposals, a pop-up power and water point is proposed. This will be integrated into the landscape surface material, allowing for coffee and/or food trucks and stalls to temporally set up and access power and water.
121. During the course of the application, minor updates were made to the meanwhile landscape use, in response to comments received from the landscape officer, and to co-ordinate with the positioning of external doors and routes.
122. Officers are satisfied that the meanwhile use area is acceptable, subject to the recommendation of a planning condition which secures a Phasing Plan, to ensure that the meanwhile use amenity space provision is provided in time to cater for the needs of users (**Condition 25: Phasing Plan**). This condition will ensure the delivery of the meanwhile uses on the Phase 2 land, should the site not be delivered in a single continuous phase of development.

### **Fire Strategy**

123. Whilst matters relating to fire safety fall under Building Regulations, a Departmental and Area Agencies Fire Advisory Review Statement accompanies the application submission. The Statement provides guidance on the space allocations for the proposed clinical services and research facilities and the allied ancillary accommodation that is also required to serve them, to ensure reasonable separation of high fire risk areas from high dependency patients. The design of the scheme has taken full consideration of these requirements.
124. In accordance with the consultation advice offered by Cambridge Fire and Rescue, a planning condition has been recommended which requires details of fire hydrants to be approved prior to the commencement of development (**Condition 10: Fire Hydrants**).

### **Context of Site, Design and External Spaces – Conclusion**

125. The proposed design, form and layout of the building has been carefully considered, with regard had to the context of the site and the surrounding area. Officers are therefore satisfied the application proposals are acceptable, and in accordance with Policies 55, 56 and 57 of the Cambridge Local Plan and the NPPF.

## **Transport Issues**

### **Transport Impact**

126. The transport impact of the wider CBC development CBC of which this RMA forms part, was assessed at outline planning stage. The EIA for the outline planning application secured mitigation measures to ensure that the transport impact of the CBC development is acceptable.

127. The EIA statement of conformity submitted in support of the application confirms that the type of land use, access and movement arrangements for the CCH are consistent with that previously assessed in the 2006 ES. The trip generation was based on the quantum of development, drawn from the overall consented maximum on a phase-by-phase basis. There would be no change to the trip generation, or the transport and accessibility assessment undertaken for the outline planning permission.

128. The subject application is wholly within the outline consent and within the development limits in respect of the approved floor spaces within the outline permission. As such, officers are satisfied that potential transport impacts have been assessed within the EIA which accompanied the outline application and secured through relevant mitigation and planning conditions through that consent.

### **Access and Servicing**

129. The primary access of the new hospital will be from the north, where the main entrance is positioned. Secondary entrances are provided for ambulance arrivals, discreet patient entrance and staff arrivals to the south of the site. Servicing is contained to one primary servicing route which access the site from Dame Mary Archer Way to the east.

130. The main building access routes and points are:

- Visitors by car will park in the Multi-Storey Car-Park and walk along Robinson Way to the main entrance.
- Visitors with blue-badge parking permits will be able to park in the CCH car-park in the north-east corner of the site, and then make the short journey to the main entrance.
- People may be dropped off by taxi or car, using the short-term drop-off spaces at the front entrance.
- Pedestrians from Addenbrooke's existing campus will arrive along Robinson Way to the main entrance.
- Cyclists will enter the site from routes on Robinson Way to the north or Dame Mary Archer Way via the proposed green link to the south.

- Staff coming from the south of the site may use the secondary entrance off the green link.

131. Neither Robinson Way nor Dame Mary Archer Way are adopted public highways: the CBC is owned by the Applicant. Whilst the Local Highway Authority has raised no objections to the proposed access and servicing arrangements, officers have reviewed these arrangements and are satisfied that they are well designed with appropriate arrangements for visitors and users. Furthermore, the servicing arrangements are also considered to provide for the safe manoeuvring of refuse and other vehicles.

### **Travel Plan**

132. The effect of traffic generation resulting from the development of Phase 2 on the existing highway network was considered at the outline planning application stage. As the proposed development is in line with the outline permission, no further assessment of traffic generation is required.

### **Cycle Parking**

133. A Cycle Parking Strategy Note has been submitted in support of the application, which presents information relevant to the proposed number, mix and location of cycle parking for the CCH. A total of 234 staff cycle spaces and 130 visitor cycle spaces are proposed. These parking numbers have been determined by an estimation of CCH visitor and staff arrivals, together with previous campus travel plan mode share data.

134. During the course of the application, amendments were made to the staff cycle provision. The staff cycle parking has been consolidated, with Phase 1 staff cycle parking to be located in a large, secure and covered enclosure in the southern meanwhile landscape. In Phase 2, all staff cycle parking will be relocated into two permanent cycle storerooms on the ground floor of the Phase 2 building. These rooms have increased in size to accommodate the required number of cycle parking spaces.

135. All visitor spaces are provided during Phase 1 and will be retained during Phase 2. These are located mainly along the north forecourt and situated close to the main entrance. These include an over provision for off-gauge cycles, such as cargo-bikes. The precise details of the proposed cycle parking will be required through Planning Condition 59 of the outline planning permission.

136. The proposal would provide high quality cycle parking for staff and visitors, which would promote the use of sustainable transport modes. Officers are satisfied that the proposal is in accordance with Cambridge Local Plan 2018 Policy 82 with regard to cycle parking.

### **Car Parking**

137. Condition 53 on the outline planning permission requires car parking provision for any clinical research and treatment (D1 and/or clinical in-patient treatment) uses to be provided at a ratio of 1 space for every 72 sqm of gross floor area measured externally (or any such ratio agreed in writing with the Local Planning Authority that provides a lesser amount of car parking provision). Condition 55 on the outline planning

permission requires at least 5% of the parking provision to be accessible for disabled users.

138. Following a request for further information in respect of car parking demand arising from the development, and the car parking strategy for CCH, the Applicant provided an update in February 2022. This notes that the application documentation originally referred to an anticipated parking demand of 295 spaces. This assumed that 100% of the floorspace proposed to be used by the University was additional to existing operations on the CBC.

139. The February 2022 update advises that since the application was submitted, the University has advised that the initial assumption of all floorspace being additional to existing operations was incorrect. The revised estimate is that around a fifth of University staff will be new. This reduces the University derived staff car parking from 69 spaces to 16, and the original total car parking requirement of 295 spaces down to 242 spaces.

140. Parking need for the first phase of the CCH is limited to 35 spaces, given that the hospital will largely draw together current functions into a single facility. These spaces can be accommodated through existing car parking provision, and on-plot disabled car parking provision.

141. The largest parking need for CCH will arise from Phase 2. This will generate 207 car park spaces. The Applicant has confirmed that there are a range of options for accommodating this parking need across the CBC, by the active management of CUH and University campus car parking, through a site wide parking strategy, travel plan and permitting system.

142. The precise car parking solution for accommodating the CCH car parking need will be confirmed closer to the planned opening of the CCH. This will be influenced by a number of active factors including the opening dates of major transport infrastructure schemes (including Cambridge South Station the progress of the Cambridge Cancer Research Hospital, and the ongoing response to the Covid-19 pandemic.

143. Options for accommodating the Phase 2 CCH parking need could include:

- Bringing forward temporary car parking capacity on any undeveloped parts of the site, to provide interim capacity ahead of transport investment in the accessibility of the CBC; and/or
- Managing down parking demand to create headroom within the existing car parks within the hospital, capitalising on the mode shift potential of the major transport schemes proposed and reflecting the improving modal shift being delivered through the CBC Transport Strategy.

144. Given the range of options available for meeting the CCH parking requirements, a planning condition has been recommended to secure details of the car parking provision prior to the opening of CCH (**Condition 26: Car Parking Provision**).

145. The third-party representation is noted regarding the impact of the proposed CCH on on-street parking in residential areas close to the application site. Officers are satisfied that with the proposed planning condition as described above in place, appropriate car parking provision can be provided within the CBC to serve visitor and patient needs arising from the proposed development.

### **Highways – Conclusion**

146. On the basis of the above evaluation and given public transport improvements secured through the outline permission, cycle provision and associated infrastructure, officers are satisfied that the proposals are acceptable with regard to transport issues, and in accordance with Local Plan Policy 82 and the NPPF.

## **Environmental Issues**

### **Airport Safeguarding**

147. The site is within an area of protected airspace for Cambridge Airport, which is required to be kept free of obstruction from tall structures. Whilst Cambridge International Airport (Air Safeguarding) has not objected to the proposal, it is considered appropriate to recommend a condition which controls the use of cranes and other tall equipment during the construction of the CCH (**Condition 24: Construction Cranes**).

148. Within airport safeguarding zones, the creation of new habitats may attract and support populations of large, and or, flocking birds. This is usually the case where an extensive network of SuDS is proposed with the development. In the case of this RMA, the main SuDS will be blue roofs, rain gardens and permeable paving with sub-base attenuation. On this basis, officers are satisfied that the SuDS network proposed raises no airport safeguarding issues.

149. Whilst the MOD have not provided any comments to date, officers are satisfied that the proposals do not conflict with Policy 37 of the Cambridge Local Plan 2018. Whilst the recommended condition for tall plant and cranes was not applied to the outline consent, this is considered to be reasonable and necessary in the interests of airport safeguarding and safety.

### **Air Quality, Odour and Dust**

150. The ES that supported the original outline planning permission concluded that the air quality impacts of the development were not significant and there were no outdoor air quality conditions imposed on the permission. The proposal will be an all-electric

energy solution, with no gas-fired boilers, whilst traffic generation from the development will be within the parameters assessed as part of the 2006 ES.

151. In accordance with pre-application advice provided by the Council's Environmental Health Officers, a Statement of Conformity was submitted with this RMA to identify whether the proposal would give rise to likely significant effects that have not already been considered at the outline stage.

152. Whilst the construction process has the potential to create adverse impacts on air quality, these can be controlled through the requirement for submission of a Construction Method Statement as part of outline planning condition 23.

153. The application proposals have been reviewed by the Council's Environmental Health Officer who is satisfied that there will be no unacceptable or significant adverse impacts on health and quality of life arising from air quality, odour and dust. The proposal is therefore in accordance with Policy 36 of the Cambridge Local Plan 2018.

### **Archaeology and Heritage**

154. No objection is raised to the proposal in terms of above-ground heritage assets. In terms of below ground heritage assets, an archaeological investigation was secured under the outline planning permission and has been undertaken for the site in advance. The site has been trench evaluated and partially excavated.

155. An Archaeology Memo accompanies the application, which provides a high-level summary of the archaeological potential and significance of the site. This recognises that more detailed assessment will be required to draw all the existing data together and to match the work done on the other areas of CBC as required by outline planning condition 60. The County Archaeological Officer has confirmed the approach as set out in the Memo.

156. As such, the impact of the application proposals on archaeology and heritage assets on the site have been appropriately considered. The development is therefore compliant with Policy 61 of the Cambridge Local Plan 2018.

### **Artificial Lighting**

157. The application proposals have the potential to cause artificial light pollution on intrinsically dark landscapes and nature conservation, and adverse impacts on quality of life / amenity. Planning conditions 28 and 29 of the outline planning permission relate to lighting, and require further information to be submitted once the detailed lighting strategy is known. With these safeguards in place, officers are satisfied that the scheme is acceptable with regard to artificial lighting, and in accordance with Policy 34 of the Cambridge Local Plan 2018.

### **Contaminated Land**

158.A Contaminated Land Technical Note has been submitted in support of this application, in accordance with advice offered at the pre-application stage. This includes a review of historical desk-based information and historical intrusive ground investigation with respect to contaminated land at Cambridge Biomedical Campus (CBC) relevant to the CCH.

159.The Technical Note makes recommendations for further ground investigation, and an acceptable investigation scope has been presented. The Technical Note has been reviewed by the Council's Scientific Officer who has confirmed the acceptability of the information provided. Outline planning conditions 33 and 34 relating to contaminated land remain of relevance and will be the subject of further discharge of condition applications, should approval be forthcoming.

160.On the basis of the above evaluation, the proposals are acceptable with regard to contaminated land, and in accordance with Policy 33 of the Cambridge Local Plan 2018.

### **Drainage and Flood Risk**

- Surface Water Drainage

161.The application proposals are accompanied by a Drainage Strategy and SuDS report which sets out the proposed surface water management strategy for the site. As part of this strategy, a feasibility assessment of viable SuDs measures was undertaken to ensure that surface water is appropriately managed.

162.Based on relevant network modelling, and in order to full the site drainage requirements, the following SuDS are proposed: blue roofs, rain garden and permeable paving with sub base attenuation. The surface water generated will be stored within the porous medium of the blue/green roofs, prior to flowing into rainwater downpipes located at roof level, conveyed via a series of pipes. The pipes will connect into downstream drainage features below ground.

163.Surface water run-off from the hard-standing areas will be infiltrated via proposed permeable paving with subbase attenuation. A geotextile membrane will ensure no surface run-off enters the ground water table. The surface water will be conveyed into the below ground drainage system via a series of pipes. The proposed surface water runoff will then be routed to the north-western extents of the site, flowing in a southerly direction to an outfall at the existing surface water swale feature.

164.During the course of the application, additional information (including a technical briefing note dated 18 November 2021) was submitted to address a holding objection initially raised by the Lead Local Flood Authority (LLFA). Following review of the additional information submitted, the LLFA withdrew their objection, and provided confirmation that the surface water from the proposed development can be managed on site and discharged to the existing swale previously designed to accommodate drainage at the site and wider area.

165. In accordance with the technical advice offered by the LLFA and City Drainage Officer, planning conditions have been recommended to secure the detailed design of the surface water scheme, including the SuDS **details (Condition 11: Detailed Surface Water Scheme; Condition 15: Surface Water Drainage Scheme Verification)** and details of the measures used to avoid additional surface water run off from the site during construction **(Condition 12: Construction Phase)**.

- Flood Risk Considerations

166. The application site is identified as a 'high risk' from surface water flooding. Whilst there is no restriction on the type of development that can be permitted, there has been historic flooding within the vicinity of the application site. This is associated with high intensity rainfall events causing surface water flooding, with flood water entering the lower levels of The Rosie Hospital, including the service corridor.

167. To ensure the proposed development is safe from flood risk, a robust drainage strategy has been devised which includes a range of flood resilience measures. The ground floor level of the building is proposed at 15.35m AOD to ensure that all thresholds are above the flood levels in Robinson Way, to ensure flood water does not enter the building. In addition, measures are included to ensure the basement is protected from flooding.

168. In accordance with the advice offered by the City Drainage Officer, the details of the flood resilience measures are secured by planning condition **(Condition 13: Detailed Flood Resilience Measures; Condition 14: Flood Resilience Works Timing)**.

169. On the basis of the above evaluation, and subject to the conditions as described, the site surface water drainage strategy is considered acceptable and in accordance with Policies 31 and 32 of the Cambridge Local Plan 2018.

- Foul Water Drainage

170. It is proposed that foul water is to be discharged from the proposed buildings via a series of soil vent pipes located within the building footprint. The foul water will be collected via a series of internal manholes and conveyed away from the site via a final foul water demarcation manhole.

171. In accordance with the advice offered by Anglian Water, details of the foul water drainage strategy are secured by planning condition **(Condition 16: Foul drainage)**. With this condition in place, officers are satisfied that the development is acceptable with regard to foul water drainage.

172. The Council's Sustainable Drainage Officer the County Council as Lead Local Flood Authority, and Anglian Water have considered the proposals and are satisfied that the details provided are acceptable subject to the conditions as described above. On this basis, the proposals are in accordance with the Cambridge Local Plan with regard to drainage and flood risk.



## Ecology and Biodiversity

173. The application is accompanied by an Ecological Impact Assessment and Biodiversity Design Opportunities statement. The Statement has been prepared in the context of the CBC site-wide nature conservation management plan.
174. The Ecological Impact Assessment and Biodiversity Design Opportunities report presents the results of an Extended Phase 1 Habitat Survey and Ecological Impact Assessment (EclA) undertaken at the site. In addition, the report details ecological mitigation and biodiversity enhancement measures that have been proposed to be embedded into the development and documents the results of a Biodiversity Net Gain (BNG) calculation.
175. Ecological mitigation and biodiversity enhancement measures include artificial bat boxes to be installed on existing trees within the site, the provision of landscaping of a diverse structure and mix of canopy heights to ensure that birds have safe and easy commuting corridors throughout the site.
176. The proposals also seek to focus design around house martins (an existing large house martin colony is located approximately 300m north east of the site), and propose a house martin colony wall to entice breeding pairs to the site. The City Council Nature Conservation Projects Officer has confirmed acceptability and advised that no risk to aviation will be posed, given the small size of these birds, and that they forage low.
177. The exact location and design of the house martin colony wall will require further discussion, to ensure the potential for colonisation is maximised. The detailed design can be secured by condition **(Condition 20: Ecology – Nest Boxes)**.
178. Whilst the outline consent only seeks a net biodiversity enhancement, the project design has sought to embrace the emerging move to Biodiversity Net Gain (BNG). During the course of the application, and in accordance with advice offered by the City Council's Nature Conservation Projects Officer, further information was submitted regarding the calculation of the BNG metric, including the assumptions made.
179. With biodiversity measures embedded into the scheme, including new habitat creation, the development will result in a BNG of over nearly 10%. This is welcomed by officers. In the interests of conserving and enhancing ecological interest, planning conditions have also been recommended relating to the requirement of details of a Landscape and Ecological Management Plan (LEMP) **(Condition 21)** and details of green roofs **(Planning Condition 19)**
180. On the basis of the above evaluation, and subject to the planning conditions as described, the proposals are considered to be a positive addition to the wider local ecological landscape. The development is therefore in accordance with Cambridge Local Plan 2018 Policies 69 and 70.

## Landscape (including Landscape Amenity Space Strategy) and Trees

- Landscape Approach

181.The landscape design approach has been developed to provide an inclusive and adaptable public realm, which is visually appealing, adaptable and legible. It combines hard and soft landscaping to create spaces for users which is both calming and playful.

182.The GCSPS Landscape Officer was involved in the pre-application process and provided detailed advice. During the course of the application, additional information was also provided with regard to landscape issues, in response to the consultation advice offered.

183.An overshadowing study which was undertaken on the advice of the Landscape Officer provides confidence that the interior courtyards and ward gardens will receive sufficient daylight throughout the day and year. Recommended **Condition 17 (hard and soft landscaping)** includes the requirement for the planting details of all amenity spaces to be provided, together with the submission of a more detailed sunlight study /shade analysis for the courtyards and terraces. This will ensure that these spaces will receive adequate light for the selected planting scheme. Details of the growing medium and irrigation methods are also secured via this condition.

184.Additional relevant planning conditions have also been recommended in respect of green and blue roofs (**Condition 19: Green and Blue Roofs**) and the management/maintenance of all landscaped areas (**Condition 18: Landscape Maintenance and Management Plan**).

185.In terms of hard landscaping, the scheme will include a range of street furniture and play equipment. Proposed planning condition **17 (hard and soft landscaping)** secures this detail. The details of a store for gas bottles (identified on the proposed site plans on the north-eastern side of the site) can also be secured by condition (**Condition 22: Gas Store**).

- Amenity Space Strategy

186.The application submission includes an amenity space strategy for the site, in support of outline planning condition number 14. This defines the essential requirements and proposed uses of the internal and external amenity spaces, including the Phase 1 meanwhile use.

187.The Council's Landscape Officer has reviewed the amenity space strategy for the site and is satisfied that the details provided are acceptable. On this basis, planning condition 14 of the outline planning permission is recommended for approval.

- Arboricultural Issues

188.A Tree Survey, Arboricultural Impact Assessment (AIA), Preliminary Arboricultural Method Statement & Tree Protection Plan accompanies the application proposals. This identifies the arboricultural related implications of the proposals.

189.Thirteen individual trees are identified in the AIA as requiring felling in order to achieve the proposed development. These include pine trees along Robinson Way, which are located to the north of the proposed hospital. The trees have been graded as category 'B' individual trees and landscape features, and low quality/poor longevity individual trees/landscape features.

190. None of the assessed trees which require felling are found to be of high quality or value. The loss of these trees is considered to be justified by the benefits of the development proposals and the new landscaping and tree planting that is proposed. This will include replacement planting along the hospital and road frontage, with specimens which will be more suitable for the context. Relevant planning conditions have been recommended (**Condition 17: Hard and Soft Landscaping**).

191. The alignment of the proposed building does not encroach within the root protection areas of any trees that are to be retained. No specialist foundation designs or construction techniques are therefore required to prevent damage to tree roots. A condition has been recommended to ensure the protection of existing trees during construction (**Condition 23: Detailed Arboricultural Method Statement and Tree Protection Plan**).

192. Whilst the Application will result in some tree losses, given the site context and quality of the trees, this is not considered to be considered significant in arboricultural and landscape terms. Compensatory mitigation can be secured through planning conditions.

193. On the basis of this assessment, the proposals are considered to respond to site context and provide a high quality development with regard to trees and landscape issues. The proposals are therefore in accordance with Policies 55, 56, 57, 59 and 71 of the Cambridge Local Plan 2018.

### **Noise and Vibration**

194. The development proposals provide for plant and general acoustic performance to a high standard so as not to add to the ambient noise levels. A Noise Statement was submitted as part of the application, which includes a noise assessment. This uses surveyed data from several surrounding locations around the site and over a period of time. This ensures that there is a wide understanding of the noise context.

195. The proposals have the potential to cause noise arising from plant equipment, including Air Source Heat Pumps (ASHPs), which are anticipated to be the noisiest plant items. The application proposes to include ASHPs on the roof of the building, behind a solid screen. The Noise Statement concludes that the scheme will be comfortably capable of meeting acceptable noise levels. The Environmental Health Officer has reviewed the Noise Statement and agrees with these conclusions.

196. The scheme will also include emergency generators on the roof, to maintain power to the hospital in case of emergencies, with testing only to be conducted during daytime hours. The emergency plant has been designed to meet the +5dB noise limit at the site boundary, which is considered acceptable. A planning condition has been recommended which will control the use of the emergency generators (**Condition 9: Standby Emergency/Back up Generator Operation**).

197. Officers are satisfied that the scheme design will be capable of fully addressing the noise related conditions imposed by the outline planning permission. Given that the

detailed design of mechanical services has yet to be finalised, a bespoke planning condition has been recommended (**Condition 7: Noise Insulation Scheme Post Construction/Installation Verification and Completion Report**).

198. Officers note that the proposals have the potential to cause noise and disturbance arising from servicing/deliveries, given the relationship to nearest noise sensitive receptors (properties on Vawser Way to the south-east of the application site, approximately 50m from the application site boundary). In accordance with the technical advice offered, a condition has been recommended to restrict night time servicing and deliveries (**Condition 8: Servicing Collections and Deliveries Times**).

199. On the basis of the above evaluation, and subject to the recommendation of planning conditions as described above, the application is considered acceptable with regard to noise and vibration, and in accordance with Policies 35 and 36 of the Cambridge Local Plan.

### **Sustainable Construction and Design**

200. The application submission demonstrates how seeking to achieve net zero carbon has played a significant role in determining the design of the scheme. In order to demonstrate compliance with the emerging NHS Net Zero Carbon Buildings Standard, a net zero carbon route map has been proposed. This has influenced the energy strategy for the proposals, and also the façade design and wider strategies around health and wellbeing.

201. The following sustainable construction targets are proposed:

- (1) The scheme has been developed in line with Passivhaus principles with an aspiration for this to be the UK's first certified Passivhaus hospital. This will be an all electric hospital with no use of fossil fuels.
- (2) Targeting WELL platinum with gold accreditation as a minimum.
- (3) An aspiration for BREEAM 'outstanding' with achievement of 'excellent' as a minimum. The current BREEAM score is 76.47% with a potential score of 85.99%. This exceeds the requirements of condition 37 of the outline approval, which requires BREEAM 'very good'.

202. The design of the façade has been influenced by increased thermal performance and low carbon design. In order to reduce excess solar gain in the summer and associated cooling loads, the façade incorporates ceramic fins to provide shading, with the set back on the windows also providing some shading. The bedrooms have mixed mode ventilation, with windows capable of being opened to provide natural ventilation.

203. With regards to the route map for net zero carbon, this gives consideration to both operational and embodied carbon, with targets set for both. Targets are taken from the emerging NHS Net Zero Carbon Building Standard. For embodied carbon, the Tier 1 target, which considers the sub structure and super structure including the façade) is set at 306 kgCO<sub>2e</sub>/m<sup>2</sup>, while for structural components (excluding the façade elements included in tier 1) a target of 210 kgCO<sub>2e</sub>/m<sup>2</sup>.

204. Whole life carbon assessment carried out to inform the design of the proposals shows that for Tier 1 the scheme is current at around 250 kgCO<sub>2e</sub>/m<sup>2</sup>, and around 178 kgCO<sub>2e</sub>/m<sup>2</sup> for the structural elements. The whole life carbon assessment process will continue through to the detailed design stage in order to further reduce the embodied carbon associated with the scheme, with particular attention being paid to the façade. This approach is supported by officers.

205. With regards to operational emissions, energy target levels currently for new build hospitals are at around 270 to 435 kWh/m<sup>2</sup>/annum. Industry targets for buildings targeting net zero carbon set an interim target for 2020-2025 of around 260 kWh/m<sup>2</sup>/annum for hospital buildings, reducing to 140 kWh/m<sup>2</sup>/annum between 2030-2035 with a Paris proof target of 110 kWh/m<sup>2</sup>/annum. At present by following Passivhaus principles this has reduced energy requirements to between 260-220 kWh/m<sup>2</sup>/annum, with further reductions from renewable energy and future connection to the 5<sup>th</sup> generation heat network currently being proposed as part of the updated masterplan for the campus anticipated. This approach is supported.

206. In terms of the energy strategy and meeting the requirements of condition 35 of the outline approval (which requires a 10% reduction in carbon emissions from the use of onsite renewable energy), Part L calculations suggest a 34% reduction in emissions using the current calculation methodology. Of this reduction, 12% can be attributed to photovoltaic panels (600 m<sup>2</sup>) and solar thermal (50m<sup>2</sup>), which would be located on the roof along with other plant including the proposed air source heat pumps. This approach is supported.

207. Officers note that the Part L methodology is not particularly accurate, and as the detailed design progresses and modelling is undertaken using the more accurate PHPP methodology required for Passivhaus, this carbon reduction and contribution from renewable energy is likely to improve, and predicted energy could achieve under 150 kWh/m<sup>2</sup>/year.

208. The application proposals demonstrate how the development will respond and adapt to climate change and carbon reduction, through embedding sustainable design principles. On the basis of the above, officers are satisfied that the application is in accordance with policies 28, 29, 30 and 31 of the Cambridge Local Plan 2018, and guidance contained in the Greater Cambridge Sustainable Design and Construction SPD.

## **Utilities**

209. The gas enclosure Technical Note which supports the application identifies existing Cadent gas infrastructure located adjacent to the proposed CCH. There is no technical or landowner reason for why the Gas Cabinet cannot be relocated. The precise location of the re-sited gas cabinet would be a matter to be agreed with the input of Cadent Gas and the Addenbrooke's Estate Team. This falls outside the planning process.

## **Waste**

210. The internal layout and external servicing arrangements have been informed by the waste needs of the hospital. Dedicated space has been provided for waste storage containers, and the waste will be transferred via the underground service corridor for central collection. Further details of the waste storage facilities will come forward under the discharge of condition 32 on the outline planning permission.

## **Environmental Considerations – Conclusion**

211. The environmental implications of the proposals have been assessed through the supporting documentation and considered fully by officers. Subject to the recommended planning conditions as described above, the proposed development is found to accord with the environmental objectives of policies 28, 29, 30, 31, 32, 33, 34, 35, 36, 55, 56, 57, 59, 69, 70 and 71 of the Cambridge Local Plan 2018, guidance contained in the Greater Cambridge Sustainable Design and Construction SPD and the NPPF 2021.

## **Impact on Residential Amenity**

212. The impact of the development proposals on existing residential amenity in terms of traffic impacts and noise from construction vehicles has been assessed as part of the above evaluation. Officers are satisfied that there will be no significant adverse impacts on existing residential amenity arising from the proposed development.

213. Additional safeguards in the interests of the protection of residential amenity are provided through the outline planning conditions and recommended **Condition 7 (Noise Insulation Scheme); Condition 8 (Servicing Collections and Deliveries Times)** and **Condition 9 (Standby Emergency /Backup Generator Operation)**.

214. On the basis of the above evaluation, and subject to the recommendation appropriate conditions as described, the application is considered acceptable with regard to impacts on residential amenity. The proposals are therefore in accordance with Policy 13 of the Cambridge Local Plan and the NPPF.

## **Third Party Representations**

215. The third-party representation relating to noise impacts on local residential amenity and the impacts of increased car parking have been dealt with in the above sections on Access and Transport; Environmental Considerations (Noise and Vibration) and Impact on Residential Amenity.

## **Planning Balance and Conclusion**

216. The principle of the proposed development is established by the adopted site allocation and the outline planning permission (06/0796/OUT (as amended by

21/01584/S73)). The proposed building and landscaping would provide for a high quality and sustainable development. The scale and massing, and structural landscaping, is in accordance with the outline parameter plans. The current proposal is targeting high sustainability aspirations, both in terms of construction and operation.

217. On the basis of the above evaluation, officers are satisfied that the proposal is in accordance with the relevant policies of the Cambridge Local Plan 2018 and other material considerations.

## **Recommendation**

- (1) Approve planning permission of reserved matters application reference 21/04336/REM** subject to the planning conditions and informatives listed below in this report, with authority delegated to officers to undertake appropriate minor amendments of those conditions and informatives prior to issue of the planning permission.
- (2) Approve the discharge of planning condition 14 (Amenity Space strategy) of outline planning condition (planning condition reference 06/0796/OUT** in so far as it relates to the Cambridge Children's Hospital (CCH) proposals.

**Appendices – None**

## **Conditions**

### **1. Plans Compliance**

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

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of The Town and Country Planning Act 1990.

### **2. Materials**

No development shall take place above ground level until details of all the materials for the external surfaces of buildings 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).

### **3. Sample Panel**

No materials above ground level shall be laid until a sample panel/section [has been prepared on site detailing the choice of materials and fixing including junctions/interfaces between materials. The details shall be submitted to and approved in writing by the Local Planning Authority. The approved sample panel is to be retained on site for the duration of the works for comparative purposes, and works will take place only in accordance with 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).

#### **4. Cycle Parking**

The development, hereby permitted, shall not be occupied or the use commenced, 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. The facilities shall be provided in accordance with the approved details and shall be retained as such.

Reason: To ensure appropriate provision for the secure storage of bicycles (Cambridge Local Plan 2018 Policy 82).

#### **5. Wayfinding and signage**

Prior to first use of the building hereby approved, details of external wayfinding and building signage shall be submitted to and approved in writing by the local planning authority. The Development shall be carried out in accordance with the approved material sample and signage 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).

#### **6. Internal landscape, courtyard and breakout spaces**

The development, hereby permitted, shall not be occupied or the use commenced until full details of design and intended function of the internal landscape, courtyard and break out spaces 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 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).

#### **7. Noise Insulation Scheme - Post Construction / Installation Verification & Completion Report**

Within six months of first operation of any plant/equipment and on a phased basis as necessary Phases 1 and 2 respectively, a noise insulation scheme post



construction/installation verification and completion report for the buildings as approved, incorporating details of the plant/equipment installed with measured / predicted noise levels and demonstrating compliance with a building and/or plant noise insulation scheme to be approved under condition 31 of outline planning permission reference 06/0796/OUT (amended by Section 73 approval 17/2258/S73), shall be submitted to and approved in writing by the Local Planning Authority.

The noise insulation scheme insulation/attenuation scheme verification and completion report shall include details of the mitigation of noise emissions from all plant / equipment including any emergency standby generators and all reasonably practicable measures to reduce noise during testing and operation. The noise insulation scheme insulation/attenuation scheme as approved shall thereafter be maintained in accordance with the approved details.

**Reason:** To protect the amenity/quality of life of nearby properties and local areas in accordance with Cambridge Local Plan 2018 Policy 35.

## **8. Servicing Collections and Deliveries Times**

Vehicular servicing collections and deliveries to the delivery compound / main entrance to the hospital off / on the Robinson Way façade are only permitted between 0700 to 2300 hrs. For avoidance of doubt this does not include the arrival and departure of emergency vehicles.

**Reason:** To protect the amenity/quality of life of nearby properties and local areas in accordance with Cambridge Local Plan 2018 Policy 35.

## **9. Standby Emergency / Backup Generator Operation**

Any emergency backup / standby generator that is used shall operate as follows:

### **(i) Emergency Use Only**

The emergency backup generator shall only be used in the event of standard mains electricity supply interruption / failure or in accordance with (ii) below. It shall not be used to supplement general energy demand, to feed electricity into the utility grid or as an alternative supply in the event of disconnection from the mains supply following for example non-payment or similar.

### **(ii) Hours of Running for Testing, Maintenance & Repair**

Running of the backup generator as part of routine periodic testing, 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. Periodic testing, maintenance and repair shall only occur for a maximum duration of 25 hours in any calendar year. Accurate records of any testing shall be kept on site and shall be available for inspection at the request of the local planning authority.

In the event that the emergency backup generator is operated for an "unforeseen extended period of time" the local planning authority shall be immediately informed and a review / reassessment of the local air quality impacts of such operation shall be undertaken. The air quality impacts review / reassessment shall be agreed in writing with the local planning authority and if unacceptable adverse air quality impacts / effects are likely to arise an emergency generator air quality mitigation scheme shall be submitted in writing for approval. The approved scheme shall be implemented within a timescale to be agreed and shall be retained thereafter.

For the avoidance of any doubt an "unforeseen extended period of time" shall be defined as intermittent or continuous operation for a period greater than a week (168 hours) in any calendar month, exclusive of the permitted hours detailed in (ii) above for periodic testing, maintenance and repair.

**Reason:** To protect human health and amenity in terms of noise and local air quality in accordance with Policies 35 and 36 of the Cambridge Local Plan, 2018.

#### **10. Fire Hydrants:**

No development shall commence until a scheme for the provision and location of fire hydrants to serve that Development Parcel has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall thereafter be implemented in accordance with the approved details prior to first use.

**Reason:** To ensure the provision of adequate water supply infrastructure to protect the safe living and working environment for all users and visitors.

#### **11. Detailed Surface Water Scheme**

No laying of services, creation of hard surfaces or erection of a building shall commence until a detailed design of the surface water drainage of the site has been submitted to and approved in writing by the Local Planning Authority. All elements of the surface water drainage system thereafter shall be maintained and managed in accordance with the approved management and maintenance plan. The scheme shall be based upon the principles within Cambridge Children's Condition 18 Drainage Strategy and SUDS Report Ref. CCHH-RAM-ZZ-XX-RP-C-510010 15/12/2021 and Technical Note 18/11/2021 which includes proposed indicative drainage plans and shall also include:

- A) Full results of the proposed drainage system modelling for the 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;
- B) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions

and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it);

- C) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections);
- D) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems;
- E) Full details of the maintenance requirements including any manufacturer specific ones and management arrangements of the surface water drainage system.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no future increased flood risk on or off site resulting from the proposed development in accordance with Policies 31 and 32 of the Cambridge Local Plan 2018..

## **12. Construction Phase**

No development, including preparatory works, shall commence 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. This should include the maintenance proposals during construction. The approved measures and systems shall be brought into operation before any works to create buildings or hard surfaces commence and demonstrate that SuDS near or adjacent to the site can be protected.

Reason: To ensure that the proposed development can be adequately drained during the construction phase and to ensure that there is no increased flood risk on or off site resulting from the construction and that water quality is not affected in accordance with Policies 31 and 32 of the Cambridge Local Plan 2018.

## **13. Detailed Flood Resilience Measures**

Prior to commencement of the underground service corridor, detailed design of the flood resilience works must be submitted to and approved in writing by the Local Planning Authority

Reason: To ensure there is no increased flood risk on site resulting from the proposed development and that the measures are robust and fully meet the needs of both hospitals in ensuring water entry has been reduced to an acceptable level of risk in accordance with Policy 31 of the Cambridge Local Plan 2018.

## **14. Flood Resilience Works Timing**

Prior to the building hereby approved being serviceable all agreed flood resilience measures must have been completed in relation to the proposed underground services corridor and its connection into the existing underground services corridor.

Reason: To ensure that there is no increased flood risk on site resulting from the proposed development in accordance with Policy 31 of the Cambridge Local Plan 2018.

### **15. Surface Water Drainage Scheme Verification**

Upon completion of the development, including rain gardens, swales, blue/green roofs, permeable paving, and prior to their handover to a management company or hospital estates function; a survey and report from an independent surveyor shall be submitted to and approved in writing by the Local Planning Authority. The survey and report shall be carried out by an appropriately qualified Chartered Surveyor or Chartered Engineer and demonstrate that the surface water drainage system has been constructed in accordance with the details approved under the planning permission and subsequent discharge of condition information. Where necessary, details of corrective works to be carried out along with a timetable for their completion, shall be included for approval in writing by the Local Planning Authority. Any corrective works required shall be carried out in accordance with the approved timetable and subsequently re-surveyed by an independent surveyor, with their findings submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the effective operation of the surface water drainage scheme following construction of the development in accordance with Policies 31 and 32 of the Cambridge Local Plan 2018.

### **16. Foul drainage**

No development, including preparatory works, shall be submitted until details of the foul water drainage works have been submitted to and approved in writing by the local planning authority. The development shall be in accordance with the approved details.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development.

### **17. Hard and Soft Landscaping**

No development above ground level shall commence until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant.

Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment, topsoil and subsoil specification and irrigation methods); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate, overshadowing studies to confirm light levels within terraces and an implementation programme.

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).

## **18. Landscape Maintenance and Management Plan**

Prior to first occupation or the bringing into use of the development, hereby permitted, a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to and approved by the local planning authority in writing. The landscape plan shall be carried out as approved. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the local planning authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved.

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

## **19. Green and Blue Roofs**

No construction of the biodiverse (green) and blue roof(s) shall commence until the following details have been submitted to and approved in writing by the Local Planning Authority.

- a) The means of access for maintenance
- b) Plans and sections showing the make-up of the sub-base to be used which may vary in depth from between 80-150mm
- c) Planting/seeding with an agreed mix of species (the seed mix shall be focused on wildflower planting indigenous to the local area and shall contain no more than a maximum of 25% sedum)
- d) Where solar panels are proposed, biosolar roofs should be incorporated under and in-between the panels. An array layout will be required incorporating a minimum of 0.75m between rows of panels for access and to ensure establishment of vegetation
- e) A management/maintenance plan for the roof(s)

The roof(s) shall be constructed and laid out in accordance with the approved details and planting/seeding shall be carried out within the first planting season following the practical completion of the roof. The roof(s) shall be maintained as such in accordance with the approved management/maintenance plan

The green roof(s) shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance/repair or escape in case of emergency.

Reason: To help mitigate and respond to climate change and to enhance ecological interests (Cambridge Local Plan 2018 Policies 28 and 57).

## **20. Ecology – Nest Boxes**

No development above ground level shall commence until a scheme for the provision of bat boxes and nest boxes, including provision for House Martins, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of box numbers, specification and their location.

Reason: To conserve and enhance ecological interests, in accordance with Policy 57 of the Cambridge Local Plan 2018.

## **21. Landscape and Ecological Management Plan**

No development shall commence until a Landscape and Ecological Management Plan (LEMP) has been submitted to and approved in writing by the Local Planning Authority. The LEMP shall include the following:

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

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results form monitoring show that conservation aims and objectives of the LEMP are not being met) contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

Reason: To ensure that before any development commences appropriate construction ecological management plan has been agreed to fully conserve and enhance ecological interests(Cambridge Local Plan 2018 policy 57).

## **22. Gas Store**

Prior to the installation of the gas store, details of the gas store to be installed shall be submitted to and approved in writing by the Local Planning Authority. The gas store shall be installed in accordance with the approved details before the first occupation of the development and shall thereafter be retained as such.

Reason: In the interests of visual amenity, in accordance with Policies 55 and 56 of the Cambridge Local Plan 2018.

### **23. Detailed Arboricultural Method Statement and Tree Protection Plan**

No development shall take place until such time as fencing for the protection of any retained tree within, adjacent to, or which overhangs the application site has been fully erected in accordance with a detailed Arboricultural Method Statement and Tree Protection Plan which shall have been submitted to and approved in writing by the local planning authority in advance. The fencing shall be retained intact for the full duration of the development until all equipment, materials and surplus materials have been removed from the site. Nothing shall be stored or placed in any fenced area in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavations be made without the written consent of the local planning authority.

Reason: In the interests of visual amenity and safeguarding trees that are worthy of retention in accordance with Policy 71 Cambridge Local Plan 2018.

### **24. Construction Cranes**

Prior to the use of any cranes and/or temporary tall structures required during the construction of the development, a strategy shall be submitted setting out the details of the cranes and other tall construction equipment, including the details of obstacle lighting. The development shall be carried out in accordance with the approved strategy.

Reason: To ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems, Cambridge Local Plan 2018 Policy 27.

### **25. Phasing Plan**

Prior to the commencement of development, a site-wide Phasing Plan shall be submitted to the Local Planning Authority for its written approval. The Phasing Plan shall include the sequence and timing for the delivery of the development, including:

- Phase 1; and
- Phase 2; and
- A mechanism for the review and amendment of the approved Phasing Plan; and
- The delivery of the meanwhile uses on the Phase 2 land, in the event that the site will not be developed in a single continuous phase of development, including external amenity space.

No development shall commence until such time as the Phasing Plan has been approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved phasing plan for the time being in force.

Reason: To clarify how the site is to be phased in order to ensure that amenity space provision is provided in time to cater for the needs and impacts of the development. in accordance with Policies 56 and 68 Cambridge Local Plan 2018.

## **26. Condition 26 (Car Parking Provision)**

The development, hereby permitted, shall not be occupied or the use commenced, until details of the car parking spaces for use in connection with the development have been submitted to and approved in writing by the Local Planning Authority. The provision shall be in accordance with the Cambridge Biomedical Campus, Updated Parking Strategy (July 2018) (or any document superseding this strategy).

Reason: To ensure that there is adequate parking spaces for the development and for other buildings and uses on the Cambridge Biomedical Campus (Cambridge Local Plan Policy 17).

## **Informatives:**

### **1. Materials**

The details required to discharge the submission of materials condition (Condition 3) should consist of a materials schedule, large-scale drawings and/or samples as appropriate to the scale and nature of the development in question.

### **2. Fire Hydrants**

The position of fire hydrants are generally agreed upon when the Water Authority submits plans to: Water & Planning Manager, Community Fire Safety Group, Hinchingsbrooke Cottage, Brampton Road, Huntingdon, Cambs PE29 2NA. The cost of Fire Hydrants will be recovered from the developer.

The number and location of Fire Hydrants will be determined following 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.

### **3. Access and facilities for fire service**

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.

#### **4. Environment Agency Permitting**

The applicant is advised to contact the Agency's National Permitting team direct to discuss any new permitting requirements, and/or revision to any existing permit. This is irrespective of any planning approval.

Advice to applicant: Environmental Permitting. The Environmental Permitting (England and Wales) Regulations 2016 state that permitted sites should not harm human health or pollute the environment. The operator is therefore required to have measures in place which will include:

- prevention of pollution.
- to ensure that there is no harm to human health, the quality of the environment (including land, water environment and air), or the surrounding amenity.

See following link; [www.gov.uk/guidance/check-if-you-need-an-environmental-permit](http://www.gov.uk/guidance/check-if-you-need-an-environmental-permit)

#### **5. Contaminated Land:**

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority.

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

Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.

#### **6. Dewatering:**

Any small scale dewatering in the course of building or engineering works which is greater than 20 cubic metres per day and does not meet the conditions of the groundwater abstraction exemption under Regulation 5 of the Water Abstraction and Impounding (Exemptions) Regulations 2017 will require an abstraction licence from the Environment Agency.

The Environment Agency assesses applications to abstract water against local water availability. In groundwater bodies where water is already fully committed, there is a presumption against issuing new consumptive groundwater licences. In the case of dewatering we consider a licence to be consumptive where the water cannot be returned locally to the aquifer. Whilst this may be deemed acceptable for short-term dewatering where water is returned to the environment, this would be assessed on a case-by-case basis. However, in such cases a consumptive groundwater licence **may**

**not** be issued long-term and the applicant must ensure that any construction is engineered such that permanent dewatering will not be required. This is especially important if the development is proposing sub surface structures such as basements.

The need for a licence will be dependent on the duration of abstraction and the volume to be abstracted. Further information is available at <https://www.gov.uk/guidance/watermanagement-abstract-or-imp>

## **7. Greater Cambridge Sustainable Design and Construction SPD, (Adopted Jan, 2020)**

Since the grant of outline planning permission certain new Supplementary Planning Documents (SPDs) have been adopted which are considered material considerations relevant to the proposed development and the discharge of outline conditions.

In terms of Environmental Health related matters any artificial lighting, contaminated land, noise / sound, air quality and odours / fumes related impact assessments including the consideration of mitigation shall have regard to the scope, methodologies, submission requirements and local planning policies 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 Contaminated Sites in Cambridge and South Cambridgeshire: A Developers Guide
- 8: Further technical guidance related to noise pollution
- Due regard should also be given to relevant and up to date Government / national and industry British Standards, Codes of Practice, and best practice technical guidance.

## **8. EMGENI - Emergency / backup Generator Informative (amended)**

To satisfy '*condition 31 – Insulation*' imposed on the approved Outline Planning Permission ref. 06/0796/OUT (as amended by 21/01584/S73), in respect of any backup generators the noise level from the generator associated with this application should not raise the existing background level (L90) by more than 5 dB(A) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

Note: Only in exceptional circumstances where the applicant has shown that the above cannot be achieved and the need is for real emergencies (e.g. hospital operating theatre or emergency services) the following standard may be used.

## **9. Food safety**

As some proposed uses include the provision of food to staff / the public, the applicant is reminded that under the Food Safety Act 1990 (as amended) such premises will need to register with Cambridge City Council as food businesses. In order to avoid additional costs, it is recommended that the applicant ensure that the kitchen, food preparation and foods storage areas comply with food hygiene legislation before construction / fit out starts. Contact the Commercial Team at Cambridge City Council on telephone number (01223) 457890 email: [commercial@cambridge.gov.uk](mailto:commercial@cambridge.gov.uk) for further advice and information.

### **Report Author:**

Philippa Kelly, Strategic Sites Delivery Manager  
Telephone: 07704 018 468

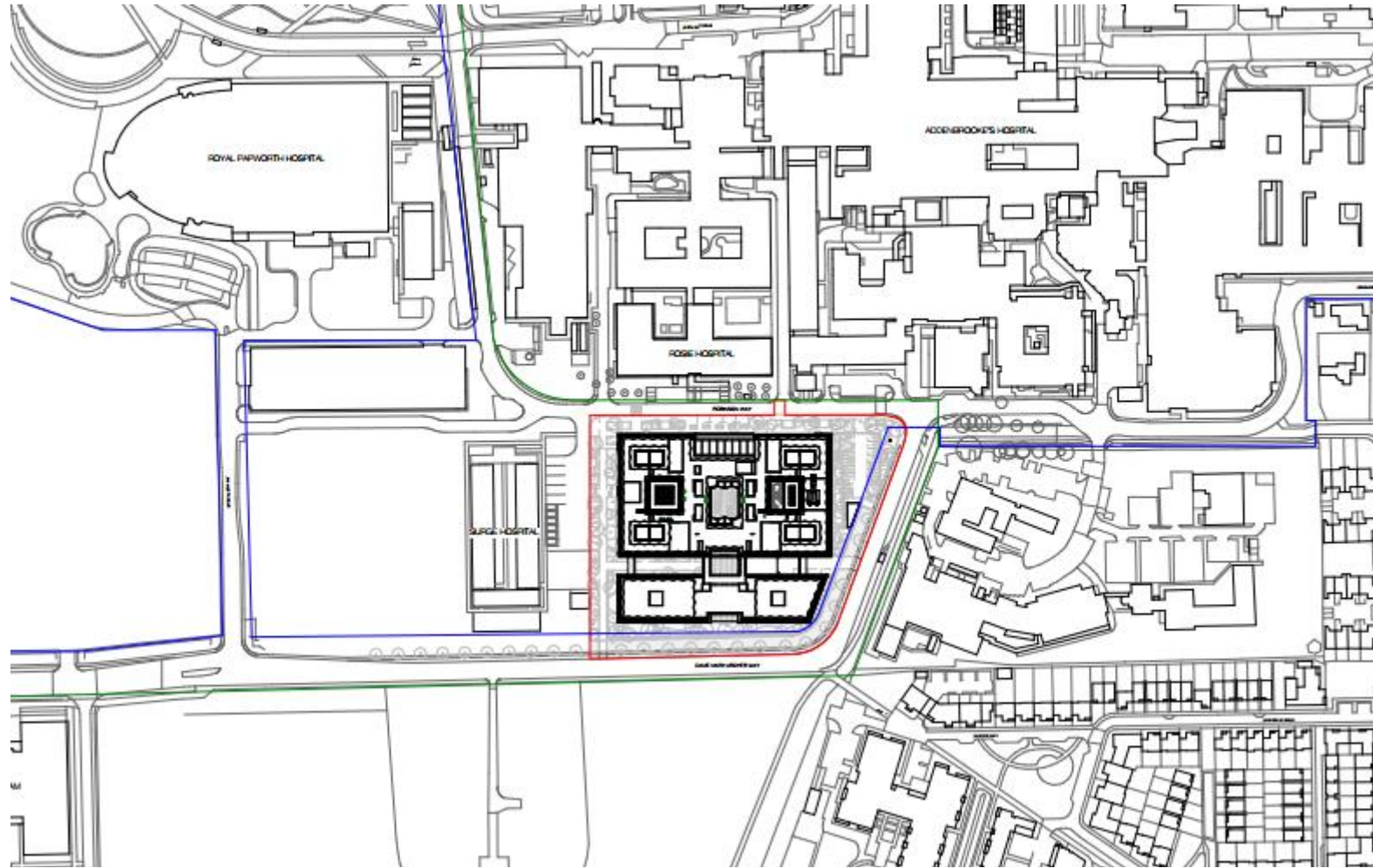
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21/04336/REM

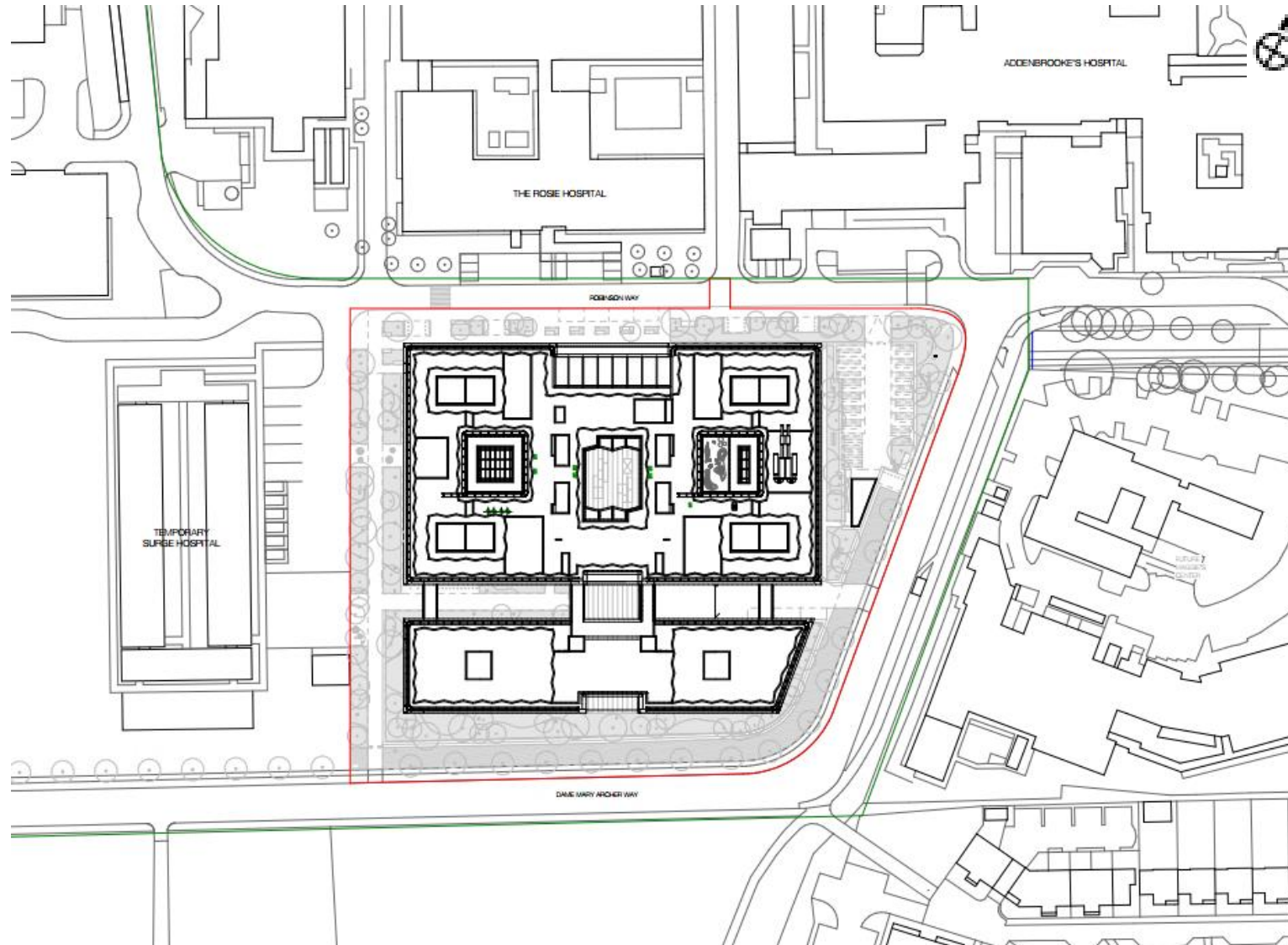
Reserved Matters application for the new Cambridge Children's  
Hospital, Cambridge Biomedical Campus

Drawing Pack

# Site Location Plan



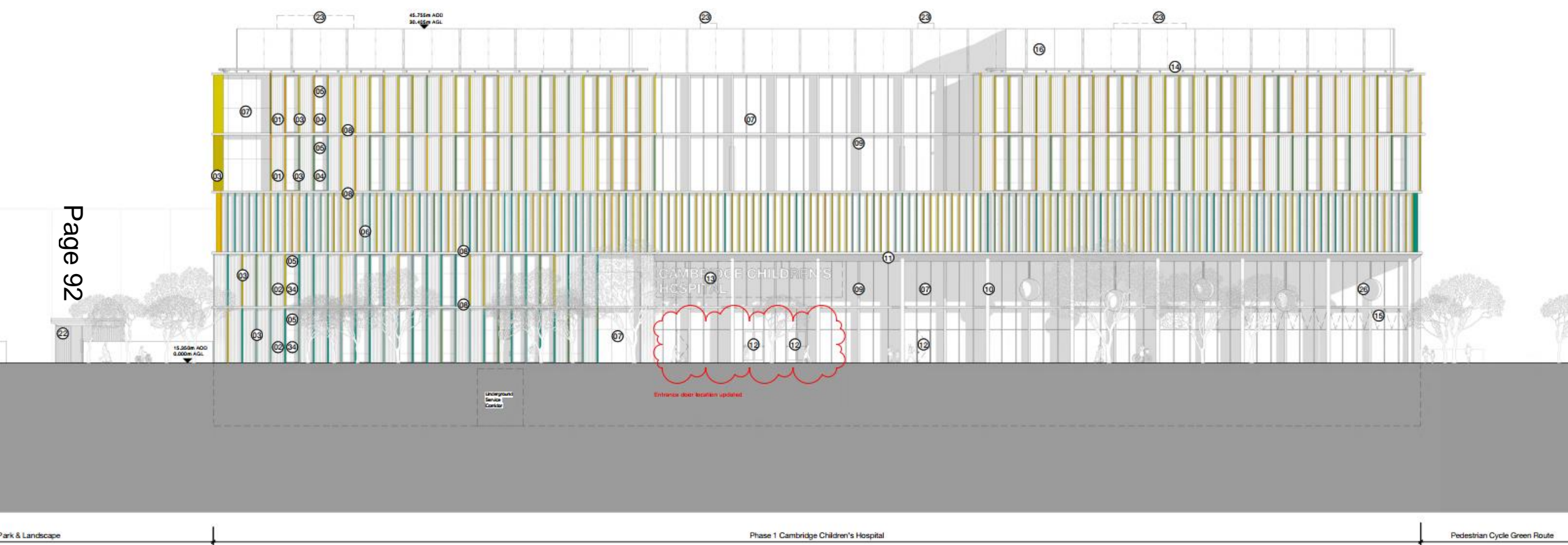
# Site Plan





# North Elevation

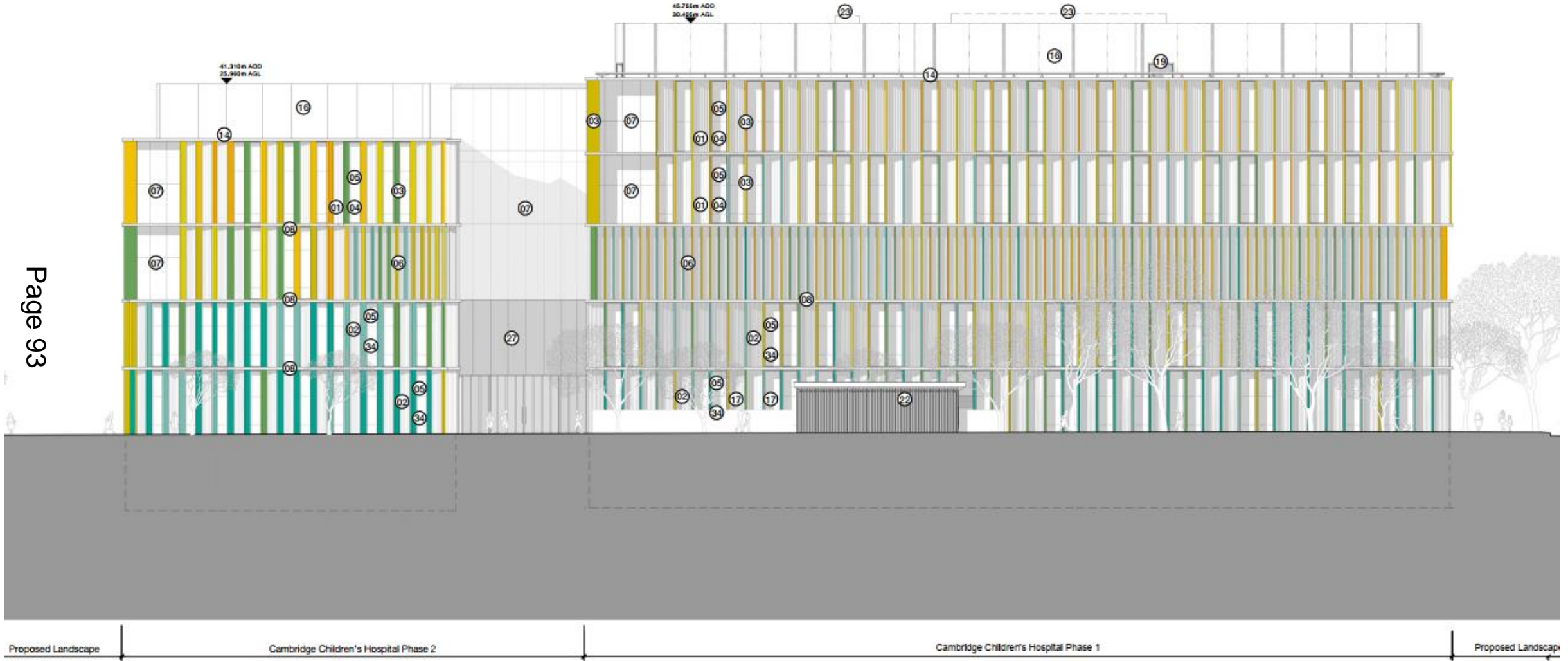
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# East Elevation

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# West Elevation



# South Elevation

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**Report to:**

Joint Development Control  
Committee

16 March 2022

**Lead Officer:**

Joint Director of Planning and Economic Development

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## **21/04337/FUL– Land At Robinson Way, Addenbrookes Hospital (Queen Edith's Ward)**

**Proposal:** Construction of an underground service corridor to serve the proposed new Cambridge Children's Hospital

**Applicant:** Cambridge University Hospitals NHS Foundation Trust (CUH), Cambridgeshire and Peterborough NHS Foundation Trust (CPFT) and the University of Cambridge

**Key material considerations:**

- Principle of development
- Context, site, design, and external spaces
- Access and transport
- Environmental considerations (including water management, drainage and flood risk)

**Date of Member site visit:** n/a

**Is it a Departure Application?:** No

**Decision due by:** 18/03/2022 (Extension of time)

**Application brought to Committee because:** This is an application for development which relates to site-wide infrastructure that fulfils a strategic purpose. Given the relationship of the proposals with the new Cambridge Children's Hospital (the report for which can be found elsewhere on this Agenda), officer consider it appropriate that this application should be determined by JDCC.

**Presenting officer:** Philippa Kelly, Strategic Sites Delivery Manager

## Executive Summary

1. The proposal is for an underground service corridor to serve the proposed new Cambridge Children's Hospital (21/04336/REM). The subject application is submitted separately, but alongside the Reserved Matters application for the proposed new Cambridge Children's Hospital (21/04336/REM).
2. The proposed development would provide a link for services connections and the movement of goods, deliveries and waste between the proposed new Cambridge Children's Hospital and the existing underground service network.
3. The proposed underground service corridor includes flood mitigation measures, including an emergency flood barrier, and the ability to collect and remove any water which has entered the tunnel.

## Recommendation

4. The application proposals are **recommended for approval**, subject to the conditions and informatives set out at the end of this report, with authority delegated to officers to undertake minor amendments of those conditions and informatives prior to issue of the planning permission.

## Relevant planning history

5. On the Cambridge Biomedical Campus Phase 1 site and strategic Masterplan area, a number of key developments have been delivered or are under construction.

The relevant site history is as follows:

Planning Reference	Description	Outcome
21/04336/REM	Reserved Matters application pursuant to 06/0796/OUT (as amended by 21/01584/S73) for a new Cambridge Children's Hospital (CCH), hard and soft landscaping, internal roads, and ancillary infrastructure. Discharge of Condition 14 (Amenity Space Strategy) pursuant to outline approval 06/0796/OUT.	Current planning application
21/03510/SCRE	Screening request under EIA Regulations 2017: Reserved matters application pursuant to outline consent 06/0796/OUT for the Cambridge Children's Hospital.	Screening request issued 02 September 2021 – no EIA required.
Various S73 applications,	AstraZeneca variation of CBC outline re construction hours.	Granted.

most recently 21/01584/S73		
06/0796/OUT	<p>Phase 1 Cambridge Biomedical Campus:</p> <p>Up to 215,000 sqm of floorspace (excluding plant areas) comprising 60,000sqm of clinical research and treatment (D1 and/or clinical in-patient treatment), 115,000sqm of biomedical and biotech research and development (B1(b), 15,000sqm of biomedical and biotech research and development (B1(b)) or clinical research and treatment (D1 and/or clinical in-patient treatment), and 25,000sqm of either clinical research and treatment (D1 and/or clinical in-patient treatment) or higher education or sui generis medical research institute uses, and including related support activities within use classes A1, A3, B1, D1 (creches/nurseries) or sui generis uses, with no individual premises used for support activities to exceed 500sqm; new areas of public realm; landscaping; parking areas; highway works; drainage works and all other associated infrastructure.</p>	Granted 15 October 2009

## Planning policies

### National Guidance

6. National Planning Policy Framework (NPPF) 2021  
National Planning Practice Guidance (NPPG)  
National Design Guide (NDG)

### Cambridge Local Plan (CLP) 2018

7. Policy 1: The presumption in favour of sustainable development.  
Policy 8: Setting of the city.  
Policy 14: Areas of Major Change and Opportunity Areas – general principles.  
Policy 17: Cambridge Biomedical Campus (including Addenbrooke's Hospital Area of Major Change).  
Policy 27: Site specific development opportunities.

Policy 28: Carbon reduction, community energy networks, sustainable design and construction, water use.

Policy 31: Integrated water management and the water cycle.

Policy 32: Flood Risk.

Policy 33: Contaminated land.

Policy 35: Protection of human health and quality of life from noise and vibration.

Policy 36: Air quality, odour and dust.

Policy 55: Responding to context.

Policy 56: Creating successful places.

Policy 59: Designing landscape and the public realm.

Policy 70: Protection of priority species and habitats.

Policy 71: Trees; and

Policy 81: Mitigating the transport impact of development.

### **Supplementary Planning Documents (SPD)**

8. Greater Cambridge Shared Planning Sustainable Design and Construction SPD (2020).

Cambridgeshire Flood and Water SPD (2016).

Cambridgeshire and Peterborough Waster Partnership (RECAP): Waste Management Design Guide (February 2012)

### **Other Material Considerations**

Cambridge University Hospitals NHS Foundation Trust (CUH) Strategic Masterplan (2010)

Cambridge City Council Public Art SPD (2010)

## **Publicity**

- |                        |     |
|------------------------|-----|
| 9. Advertisement       | YES |
| Adjoining Owners:      | YES |
| Site Notice Displayed: | YES |

## **Consultation**

10. The below responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

### **11. Cambridgeshire County Council (Highways Development Management):**

No objection. As Robinson Way is not an adopted public highway the Highway Authority has no comment to make in regard of this application.



**12. Cambridgeshire County Council Lead Local Flood Authority (LLFA):**

No objection. The risk of flooding is recognised and addressed through the use of automatic flood barriers either side of the corridor. There is no increase in impermeable area as a result of the proposals.

**13. Cambridgeshire County Council Archaeological Officer:**

No objection. This site retains low potential for cohesive survival of important archaeological remains of all periods.

**14. Greater Cambridge Shared Planning Service Urban Design Team:**

No objection. Detailed comments provided. The proposals are acceptable in urban design terms. Minor clarifications requested related to the emergency smoke extract Hatch, open metal grillage, and their impact on the footway/public realm.

**15. Greater Cambridge Shared Planning Service Sustainable Design and Construction Officer:**

No objection. The proposals do not trigger any of the Council's sustainable design and construction policies and as such there are no material sustainable design and construction issues.

**16. Cambridge City Nature Conservation Projects Officer**

No objection. Content with Ecology Statement detailing no ecological implications to the proposal

**17. Greater Cambridge Shared Planning Service Sustainable Drainage Engineer:**

No objection. Clarification requested regarding flood resilience measures related to the basement service corridor, to ensure robust flood resilience measures, and existing water ingress issues which require further attention. These elements can be addressed by relevant recommended conditions.

**18. Greater Cambridge Shared Planning Service Landscape Architect:**

No objection. Requests conditions covering impact assessment and tree protection plan to be undertaken prior to works on site.

**19. Cambridge City Health and Environmental Services:**

No objection. Recommends conditions relating to the following: Construction / demolition hours; Demolition / construction collections / deliveries; Construction/demolition - noise/vibration & piling; Dust condition;

**20. Anglian Water:**

No comments to make.

**21. Environment Agency:**

No objection. Recommends informatives relating to environmental permitting and contaminated land.

**22. Cambridgeshire Constabulary Designing Out Crime Officer:**

No comments to make.

**Representations from members of the public**

No public representations have been received

**The site and its surroundings**

23. The Cambridge Biomedical Campus (CBC) comprises biomedical research, patient care and education on a single site. It is located south of Cambridge City centre, accessed via the Cambridgeshire Guided Busway and via Long Road to the north, the Hills Road/Fendon Road/Robinson Way Roundabout to the east, and from the south-west via Addenbrooke's Road.

24. The application site occupies a central location within the CBC, which was consented in 2009 through the outline planning permission for Phase 1 (06/0796/OUT). The site is currently hardstanding as part of the Rosie Maternity Hospital entrance forecourt and Robinson Way, and extends north of Robinsons way between the Rosie Maternity Hospital to the west and the Addenbrooke's Dialysis Unit Building to the east.

25. The site comprises a tarmac road surface, covering an area of approximately 120metres squared (30metres long and 4metres wide).

26. To the south of the site is the location of the proposed Cambridge Children's Hospital which the proposed tunnel will serve. This site is partly occupied by the temporary 40 bed Regional Surge Centre (RSC) which forms part of the CUH Covid-19 response.

27. This application, alongside the Cambridge Children's Hospital, forms part of the wider Addenbrooke's Masterplan which was prepared for the site in 2010 by Allies and Morrison, and is currently in the process of being updated on behalf of the Cambridge University Hospitals NHS Foundation Trust. These proposed developments are a partnership between Cambridge University

Hospitals, NHS Foundation Trust (CUH), Cambridgeshire and Peterborough NHS Foundation Trust (CPDT) and the University of Cambridge.

## **The Proposal**

28. This application is for full planning permission for an underground service corridor to serve the proposed new Cambridge Children's Hospital. The tunnel would connect the existing basement of the Rosie Hospital to the basement of the proposed Children's Hospital. This application is submitted separately, but alongside the Reserved Matters application for the proposed new Cambridge Children's Hospital. The proposed underground service corridor will be 120metres squared (30metres long and 4metres wide).
29. The proposed development will provide a link for services connections and the movement of goods, deliveries and waste by foot or tug between the proposed new Cambridge Children's Hospital and the existing, well-established, underground service network. The proposed service tunnel would also allow for connections between the existing and future developments in line with the masterplan sites.
30. The construction of the proposed development would comprise the diversion of existing services (temporarily to facilitate construction, and permanently where they currently occupy the position of the proposed corridor structure). The site will be excavated, and the tunnel installed; once the structure has been constructed the temporarily diverted services will be reinstated before the existing road is restored. The service tunnel will not be visible at ground level, with the exception of an emergency smoke extract hatch.
31. The proposed underground service corridor includes flood mitigation measures, including an emergency flood barrier and the ability to collect any water which has entered the tunnel from the Rosie Hospital basement.
32. In addition to the application forms, covering letter and architectural drawings, the application is accompanied by the following supporting information:
- Design and Access Statement, prepared by Hawkins Brown;
  - Ecology Statement, prepared by Logika Noise and Air Quality Consultants;
  - Drainage Strategy and SUDs Report, prepared by Ramboll; and
  - Archaeology Memo, prepared by Granta Heritage Ltd

## **Pre-application Engagement**

33. Through the design process of the Cambridge Children's Hospital, the project team have engaged extensively with the clinical user groups and various stakeholders to develop the dovetailed brief for the Children's Hospital building. Through this process the connecting underground service corridor was discussed. The development proposals have been the subject of detailed pre-application dialogue with officers since April 2021, as well as technical sessions relating to Design, Drainage and Environmental Health Issues.
34. In August 2021 the pre-application proposals for the Cambridge Children's Hospital scheme were reviewed by the Cambridgeshire Quality Panel and Disability Consultative panel and presented to the Joint Development Control Committee.

## **Planning Assessment**

35. From the consultation responses and representation received and from inspection of the site and surroundings, the key issues are:
- Principle of development
  - Context, site, design, and external spaces
  - Access and transport
  - Environmental considerations
  - Water Management, Drainage and Flood Risk
  - Environmental Impact Assessment

### **Principle of development**

36. The principle of development is established under policy 17 of the Cambridge Local Plan 2018 relating to the Cambridge Biomedical Campus Area of Major Change. Policy 17 of the Cambridge Local Plan 2018 relating to the Cambridge Biomedical Campus Area of Major Change supports development where it can be demonstrated that development is required to meet a local, regional or national health care need or for biomedical and biotechnological research and development activities within class B1(b), related higher education and sui generis medical research institutes.
37. The underground service corridor directly supports and serves the proposed new Cambridge Children's Hospital which meets an identified local and regional healthcare need on the Cambridge Biomedical Campus. It also helps enable continued future use and supports activities of the hospital and wider Addenbrookes site. The principle of development is therefore acceptable.

CUH Masterplan (January 2010), Outline Planning Permission (06/0796/OUT) and Parameter Plans

38. The site falls partly within the outline approval 06/0796/OUT (amended by section 73 approval 17/2258/S73). The proposal directly supports the proposed new Cambridge Children's Hospital and is in accordance with outline planning permission and the parameter plans (related supporting activities) for application 06/0796/OUT.
39. A strategic vision set out in a masterplan prepared by Allies & Morrison for the CUH Addenbrooke's site was published in January 2010. This set out guiding principles for restructuring and site and externalising entrances and activating a street-based approach to the campus. The strategic masterplan establishes the guiding principles to support the development of the wider Cambridge Biomedical Campus and sets the direction to ensure integration of development on the CBC Phase 1 land and within the wider CBC Campus.
40. Whilst the CUH masterplan was not formally adopted by the Council, reference is made to it at paragraph 8 of the supporting text to Policy 17 of the Cambridge Local Plan (2018). Discussions on an update to the masterplan are currently underway.
41. The CUH masterplan establishes the requirement for below ground level servicing for buildings. The proposed conforms with this and supports the function of the proposed new Cambridge Children's Hospital.

#### Principle of Development - Conclusion

42. The proposed development plays a key role in supporting the proposed new Cambridge Children's Hospital and the proposals are acceptable in principle. The proposed development is therefore in accordance with policy 17 of the Cambridge Local Plan 2018.

#### **Context, site, design, and external spaces**

43. The proposed underground service tunnel will not be visible at ground floor level, except for an emergency smoke extract hatch. Details of this hatch have not been submitted; therefore these details will be secured through a planning condition.
44. The application proposals state that the existing road would be reinstated on completion which is not considered to have an impact on the character of the area. Therefore, once complete the proposed development would not be publicly visible, except for an emergency smoke extract hatch. This accords with policies 55 and 56 of the Cambridge Local Plan.
45. The development is located close to 6no. trees, of which 2no. are considered to be potentially affected by the proposed excavation of the site. The proposals state that during construction there would be protective measures in place to prevent damage to the retained trees. Policy 71 of the

Cambridge Local Plan 2018 has been considered, and the Council's Landscape Architect recommends an impact assessment and tree protection plan be undertaken as per the arboriculturalist consultant's advice. This would be secured by planning condition.

46. The proposed development will be constructed below ground level and beneath existing hardstanding. The development will not require the removal of vegetation or other features of biodiversity value. The site is considered to have a low biodiversity value and there are no ecological implications to the proposal, this is supported by the Council's Nature Conservation Projects Officer. The proposals are considered in accordance with policy 70 of the Cambridge Local Plan 2018.

## **Access and Transport**

47. The proposed development is not served by adopted public highway, therefore the Local Highways Authority has not commented. The location of the underground service tunnel is likely to cause some small localised interruptions to the highway network on the Cambridge Biomedical Campus during construction. This will be temporary as the Robinsons Way surface is to be reinstated once the construction is complete.
48. The construction of the proposed service tunnel will cause a temporary increase in HGV trips to enable the completion of the works. The development once complete is unlikely to cause any increase in traffic flows. Therefore, the proposed development accords with policy 81 of the Cambridge Local Plan 2018.
49. The development, upon completion, will be accessed via the existing underground service corridor, serving Rosie Hospital, and via the proposed new Cambridge Children's Hospital (21/04336/REM). This access is to enable the corridor to be used for facilities maintenance, enabling key services to be centralised.

## **Environmental and Amenity Issues**

### Air Quality, odour, and dust

50. The site clearance and construction phase of the proposed development have the potential to affect amenity if not controlled. Controls on construction dust are proposed through conditions recommended by the Council's Environmental Health Officer. No impact on air quality is expected from the operation of the tunnel.

### Noise and Vibration

51. There are nearby existing noise and vibration sensitive areas, including other hospital and research buildings. Therefore, in the interests of safeguarding amenity and to prevent unacceptable adverse impact arising, a condition is recommended to assess and mitigate noise and vibration during construction. The application does not indicate any potential sources of long-term noise or vibration. It is therefore operational noise is not a concern. The proposed is in accordance with policy 35 of the Cambridge Local Plan.

#### Contaminated Land

52. The Council's Environmental Health Officers have advised the proposed underground service tunnel is not considered to give rise to any significant contaminated land issues. A condition is recommended by the council's Environmental Health officer as a precautionary measure to address any unexpected contamination found during construction. The proposals are in accordance with policy 33 of the Cambridge Local Plan.

#### Archaeology and Heritage

53. The proposed site is considered to have a low potential for cohesive survival of important archaeological remains, and no further archaeological work is required. This is supported by the County Council Archaeology officer.

#### Conclusion

54. The environmental implications of the proposals have been assessed through the supporting documentation and considered by officers. Subject to the recommended conditions, the proposed development is in accordance with policies 33, 35 and 36 of the Cambridge Local Plan and the NPPF.

### **Water Management, Drainage and Flood Risk**

55. Considering the small footprint of the site and that the current site is an area of hard standing it is not considered to increase the risk of surface water flooding, in accordance with policies 31, 32 of the Cambridge Local Plan.
56. There are historical events of flooding within the existing underground tunnels servicing the Cambridge Biomedical Campus. The proposals include the introduction of mitigation measures; passive flood defence barriers, and a slopped corridor profile with a collection point at the lowest point of the corridor to temporarily store and pump any water to the existing surface water network. Further clarity is sought on the detail of the flood resilience measures by the Council's Sustainable Drainage Engineer through relevant conditions.

### **Conclusion**

57. On the basis of the above considerations, it is considered that the proposed underground service corridor is in accordance with the development plan and other material planning considerations, subject to the conditions set out below. The proposals would support and serve the proposed new Cambridge Children's Hospital and therefore accords with the Cambridge Local Plan 2018 and the NPPF.

## **Recommendation**

Officers recommend that the Planning Committee **approve** planning application 21/04337/FUL subject to the conditions and informatives listed below, with authority delegated to officers to undertake minor amendments of those conditions and informatives prior to issue of the planning permission.

## **Conditions**

### **1. Time Limits**

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).

### **2. Plans Compliance**

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

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

### **3. Detailed Arboricultural Method Statement and Tree Protection Plan**

No development shall take place until such time as fencing for the protection of any retained tree within, adjacent to, or which overhangs the application site has been fully erected in accordance with a detailed Arboricultural Method Statement and Tree Protection Plan which shall have been submitted to and approved in writing by the local planning authority in advance. The fencing shall be retained intact for the full



duration of the development until all equipment, materials and surplus materials have been removed from the site. Nothing shall be stored or placed in any fenced area in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavations be made without the written consent of the local planning authority.

Reason: In the interests of visual amenity and safeguarding trees that are worthy of retention in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71.

#### **4. Emergency Smoke Hatch**

Prior to the commencement of development, further details of the Emergency smoke extract hatch to the underground service corridor shall be submitted to and approved in writing by the local planning authority.

Reason: To satisfy the Local Planning Authority that the Emergency smoke extract hatch and open meal grillage shall not negatively impact the footway and public realm in accordance with policies 55 and 56 of the Cambridge Local Plan 2018.

#### **5. Noise Construction Hours**

No construction or demolition work shall be carried out and no plant or power operated machinery operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, , unless otherwise previously agreed in writing with the Local Planning Authority.

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

#### **6. Demolition and Construction Deliveries**

There should be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays unless otherwise previously agreed in writing with the Local Planning Authority.

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

## **7. Noise Attenuation (Demolition and Construction)**

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

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

## **8. Dust**

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

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

## **9. Contamination – Unexpected**

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).

## **10. Detailed Flood Resilience Measures**

Prior to commencement of the new children's hospital basement service corridor detailed design of the flood resilience works must be submitted to and approved in writing by the Local Planning Authority

Reason: To ensure there is no increased flood risk on site resulting from the proposed development and that the measures are robust and fully meet the needs of both hospitals in ensuring water entry has been reduced to an acceptable level of risk. (Cambridge Local Plan 2018, policies 31 and 32).

## **11. Flood Resilience Works Timing**

Prior to the new children's hospital being serviceable all agreed flood resilience measures must have been completed in relation to the proposed underground service corridor and its connection into the existing underground services corridor.

Reason: To ensure that there is no increased flood risk on site resulting from the proposed development. (Cambridge Local Plan 2018, policies 31 and 32).

## **12. Flood Resilience Scheme Verification**

Upon completion of the development barriers and any other flood resilience measures and prior to their handover to a management company or hospital estates function; a survey and report from an independent surveyor shall be submitted to and approved in writing by the Local Planning Authority. The survey and report shall be carried out by an appropriately qualified Chartered Surveyor or Chartered Engineer and demonstrate that the surface water drainage system has been constructed in accordance with the details approved under the planning permission and subsequent discharge of condition information. Where necessary, details of corrective works to be carried out along with a timetable for their completion, shall be included for approval in writing by the Local Planning Authority. Any corrective works required shall be carried out in accordance with the approved timetable and subsequently re-surveyed by an independent surveyor, with their findings submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the effective operation of the flood resilience measures following construction of the development. (Cambridge Local Plan 2018, policies 31 and 32).

## **Informatives**

### **1. Environment Agency Permitting**

The applicant is advised to contact the Agency's National Permitting team direct to discuss any new permitting requirements, and/or revision to any existing permit. This is irrespective of any planning approval.

Advice to applicant: Environmental Permitting. The Environmental Permitting (England and Wales) Regulations 2016 state that permitted sites should not harm human health or pollute the environment. The operator is therefore required to have measures in place which will include:

- prevention of pollution.
- to ensure that there is no harm to human health, the quality of the environment (including land, water environment and air), or the surrounding amenity.

See following link; [www.gov.uk/guidance/check-if-you-need-an-environmental-permit](http://www.gov.uk/guidance/check-if-you-need-an-environmental-permit)

## **2. Ground water and Contaminated Land**

We have reviewed the application and have the following informative regarding any potential construction dewatering, as this may require future licences or permits from the Environment Agency. If the developer is unsure of their licence/permit requirements we strongly encourage them to have pre-application discussion with the Environment Agency as these will be assessed independently of the planning permission and conditions.

Advice to applicant: Dewatering informatives.

Any small scale dewatering in the course of building or engineering works which is greater than 20 cubic metres per day and does not meet the conditions of the groundwater abstraction exemption under Regulation 5 of the Water Abstraction and Impounding (Exemptions) Regulations 2017 will require an abstraction licence from the Environment Agency.

The Environment Agency assesses applications to abstract water against local water availability. In groundwater bodies where water is already fully committed, there is a presumption against issuing new consumptive groundwater licences. In the case of dewatering we consider a licence to be consumptive where the water cannot be returned locally to the aquifer. Whilst this may be deemed acceptable for short-term dewatering where water is returned to the environment, this would be assessed on a case-by-case basis. However, in such cases a consumptive groundwater licence may not be issued long-term and the applicant must ensure that any construction is engineered such that permanent dewatering will not be required. This is especially important if the development is proposing sub surface structures such as basements. The need for a licence will be dependant on the duration of abstraction and the volume to be abstracted. Further information is available at

<https://www.gov.uk/guidance/watermanagement-abstract-or-impound-water>

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

Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters

## **3. Dust Condition informative**

To satisfy the dust minimisation condition, it is required that any dust management plan should reference and have regard to various national and industry best practical technical guidance such as:

- Guidance on the assessment of dust from demolition and construction, version 1.1 (IAQM, 2016)
- Guidance on Monitoring in the Vicinity of Demolition and Construction Sites, version 1.1 (IAQM, 2018)

#### **4. Environmental Health General Requirements**

In terms of any general Environmental Health material planning considerations relating to construction / demolition and operational: artificial lighting, contaminated land, noise / sound, air quality (including Electric Vehicle Charge Point provision) and odours / fumes / smoke, - any impact assessment and mitigation as appropriate / necessary, shall be in accordance with the scope, methodologies and requirements of relevant sections of the 'Greater Cambridge Sustainable Design and Construction Supplementary Planning Document, (Adopted January 2020)'

<https://www.cambridge.gov.uk/greater-cambridge-sustainable-design-and-construction-spd> and in particular section '3.6 - Pollution (pages 76-144) and subsections Light Pollution/Contaminated Land/Noise Pollution(including vibration)/Air Quality/Odour and Other Fugitive Emissions to Air'.

Due regard should also be given to relevant and current up to date Government / national and industry British Standards, Codes of Practice and best practice technical guidance.

#### **Report Author:**

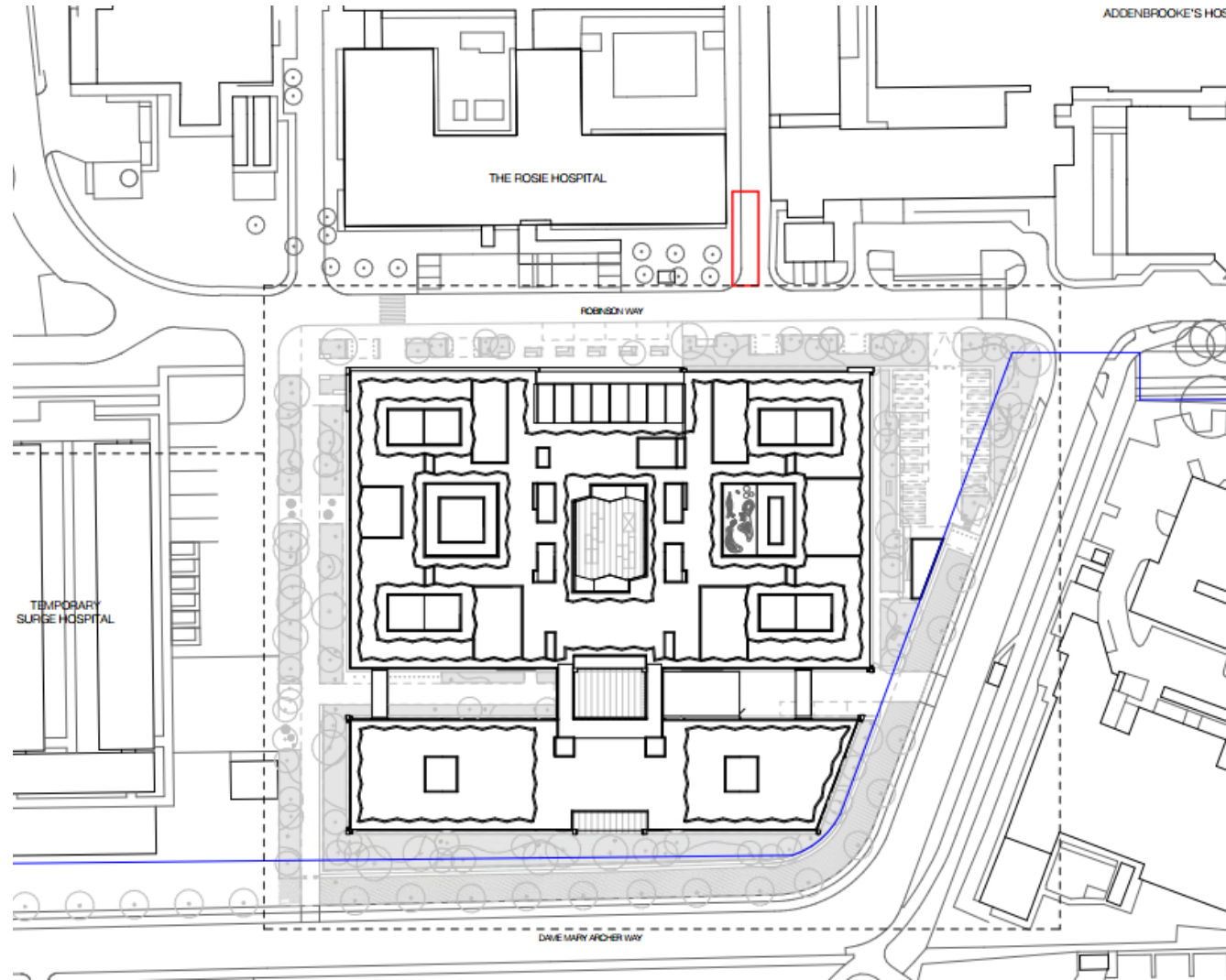
James Truett – Planning Officer, Strategic Sites Team  
Telephone: (01954) 713689

21/04337/FUL

Underground Service Corridor to serve the proposed new Cambridge  
Children's Hospital, Cambridge Biomedical Campus

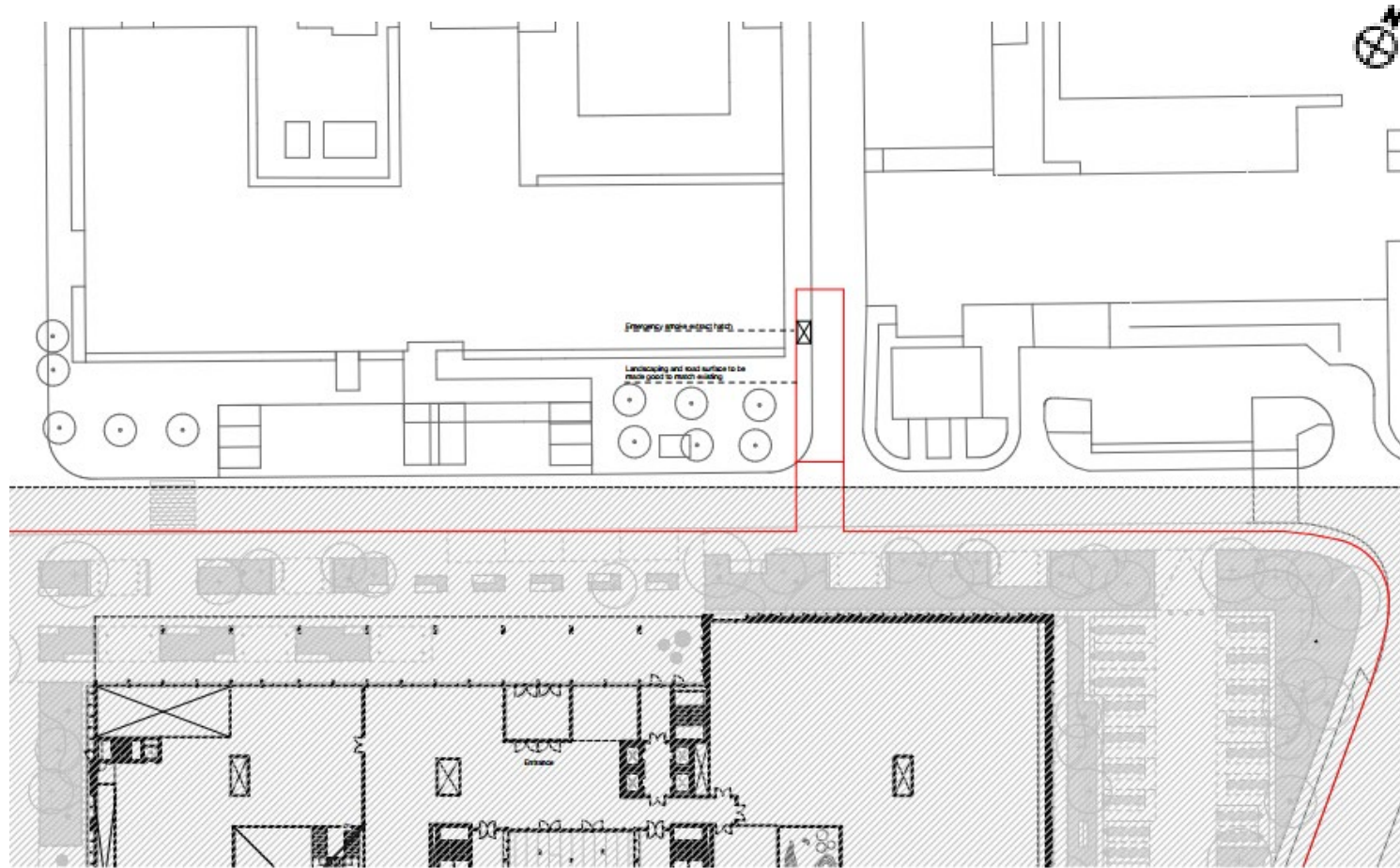
Drawing Pack

# Site Location Plan

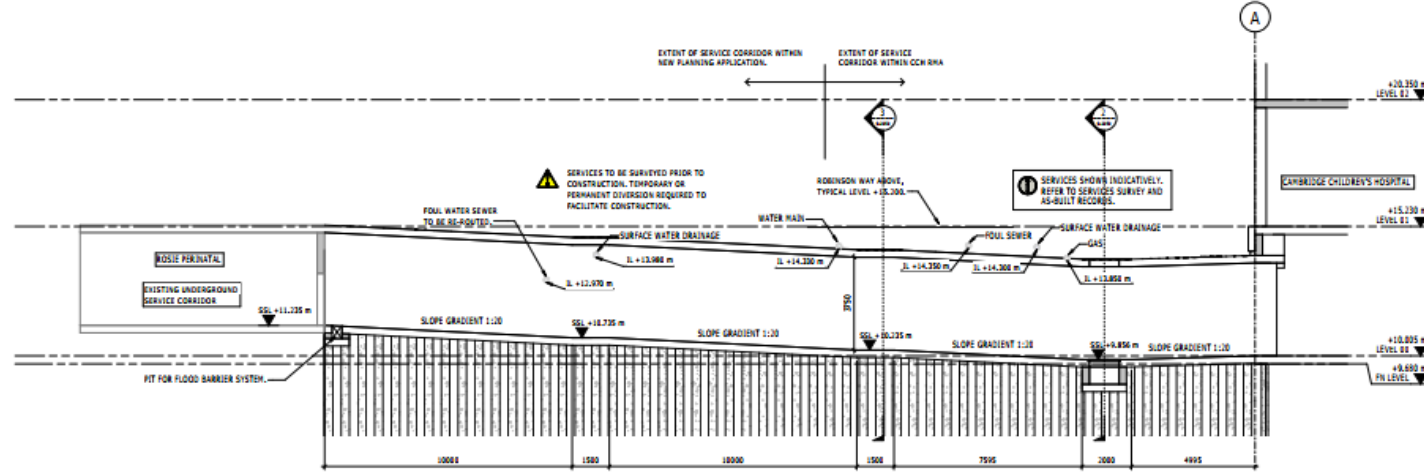




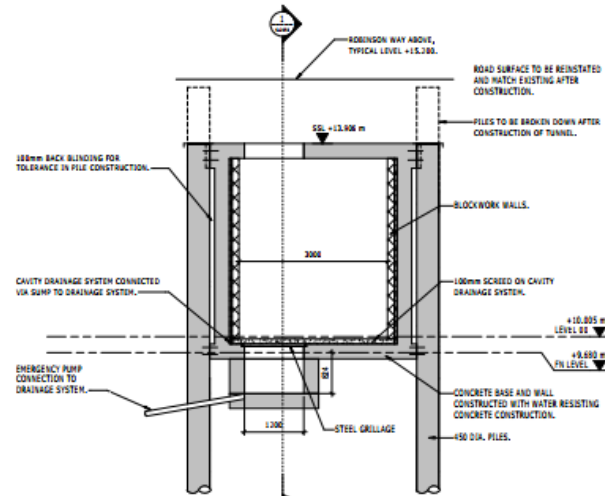
# Site Plan



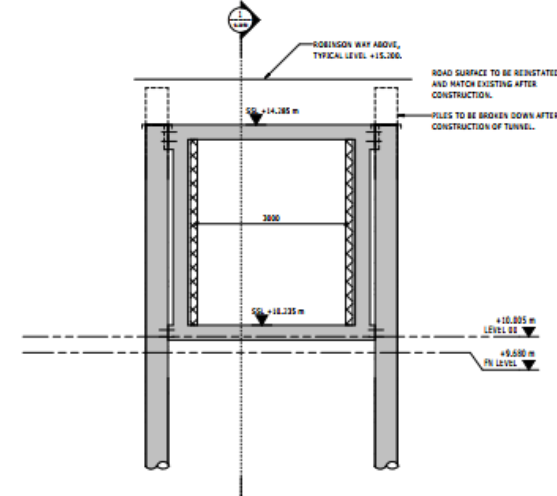
# Cross Sections



SECTION 1  
1:10  
5-0706  
UNDERGROUND SERVICE CORRIDOR - SECTION 1



SECTION 2  
1:10  
5-0706  
UNDERGROUND SERVICE CORRIDOR - SECTION 2



SECTION 3  
1:10  
5-0856  
UNDERGROUND SERVICE CORRIDOR - SECTION 3



**Report to:**

Joint Development Control  
Committee

16 March 2022

**Lead Officer:**

Joint Director of Planning and Economic  
Development

## **21/03609/FUL - Castle Ward. National Institute of Agricultural Botany, Huntingdon Road, Cambridge**

Proposal: Retention of the former NIAB Headquarters building, the demolition of all other buildings and structures, and the erection of buildings with basements for 291 Build to Rent units (Use Class C3) including affordable housing and a 202 bed Apart-Hotel (Sui Generis) and associated facilities along with access, car and cycle parking, landscaping and infrastructure works.

Applicant: Vertex Living Ltd

Key material considerations:

Date of Member site visit: No

Is it a Departure Application: No

Decision due by: 18 March 2022

Application brought to Committee because: Major development

Presenting officer: Rebecca Ward

## **EXECUTIVE SUMMARY**

1. This report relates to the full planning application for the site which is located within the administrative boundary of Cambridge City Council. The proposal is for the comprehensive redevelopment of the site involving the retention of the former NIAB Headquarters building, the demolition of all other buildings and for the erection of buildings with basements for 291 Build to Rent units (C3 Use Class) which includes affordable housing. The scheme also proposes a 202 bed Apart-Hotel and associated facilities along with access, car and cycle parking, landscape and infrastructure works.
2. The proposed development is the outcome of two years of extensive pre-application consultation with officers and a variety of technical consultees and members of the public prior to submission of the application. The scheme has also been presented at Cambridge Quality Panel twice. The scheme has been amended significantly during this time to address concerns that have been raised. Amendments have also been made during the application process.
3. The benefits and dis-benefits of the development proposals have been evaluated and assessed against the objectives of the NPPF and the presumption in favour of sustainable development, as summarised below. In terms of social benefits, the proposal seeks to introduce a significant number of BtR homes, 37 of which will be Affordable BtR. The Council's Greater Cambridge Housing Strategy and National Planning Policy support the development of purpose built private rented homes because it helps to provide an additional choice into the market and accelerates the delivery of new homes in the city. The development would provide BtR housing to meet the local identified needs of Cambridge. The scheme also seeks to introduce

a range of facilities that residents of this development and members of the public will be able to access including co-working spaces, swimming pool, a gym and Micro-brewery.

4. In terms of economic benefits, the proposal seeks to introduce an Apart hotel which will provide 202 rooms to keep pace with the continued market demand for new accommodation in Cambridge. This use will create various new job roles during and post construction which will be of benefit to the local economy. The additional expenditure from visitors to the 202 bed Apart Hotel and occupiers will help support the local business and services. Along with a package of s106 contributions to support upgrades to existing infrastructure.
5. In terms of environmental benefits, the comprehensive re-development of the site has meant that a high-quality landscape scheme can be secured. There will be a significant increase in biodiversity on the site, exceeding the 10% requirement in Biodiversity Net Gain. The majority of protected Pleached Lime trees will be retained on and around the site with a significant number of new ones planted to enhance the setting on the old NIAB site and preserve the Buildings of Local Interest that surround it. The scheme also includes various sustainably measures which includes an electric only development, Pv panels, achieving targets of 110 litres per person per day in terms of water consumption and cutting carbon emissions by 74% exceeding Part L of the Building Regulations. The drainage strategy also includes rain-water gardens, green roofs and swales through the development.
6. Overall, the proposed development will bring significant public benefits which accord with the three dimensions of sustainable development set out in the National Planning Policy Framework 2021. The Application Site is part included within an allocation for Mixed Use residential development with the remaining part identified in the Brownfield Register and as such the principle of re-use for residential development is acceptable and has been found to comply with all other policies in the CLP. The balance of these benefits in the circumstances of the application is considered to weigh in favour of granting planning permission, outweighing any harm that the proposed development

may cause. In accordance with S38(6) of the Planning and Compulsory Act 2004 there is a statutory presumption in favour of granting planning permission.

7. Having considered the provisions of the development plan, the views of statutory consultees, local consultees and third-party representations as well as all other material planning considerations, the proposed development is recommended for approval subject to planning conditions as set out in this report at Appendix 2 and to the prior completion of a Section 106 Agreement to secure the recommended planning obligations set out in Appendix 1.

## **SITE HISTORY**

8. The relevant planning history on the site comprises:

<b>Reference</b>	<b>Description</b>	<b>Decision</b>
07/0005/FUL	Erection of a part 2 storey part 3 storey office and laboratory building, glasshouse, decked car park, plant and equipment, access road, landscaping and ancillary works.	Approved Dec 2006
07/0005/CONDA	Application for confirmation of compliance with conditions of planning permission 07/0005/FUL	Issued Sept 2020
1/1467/SCRE	The proposed development comprises the retention of the former NIAB Headquarters building (with consent for 68 dwellings), the demolition of all other buildings and structures, and the erection of buildings with basements for 290 Build to Rent units (Use Class C3) and a 201 bed Apart-Hotel (Sui Generis) with associated facilities	Screening opinion decided, and EIA screening not required April 2021
20/01501/PRI030	Prior Approval notification of proposed change of use from B1(a) (offices) to Class C3 (dwellinghouses) to create 68 dwellings	Prior Approval Given May 2020

20/03334/PRI03O	Prior Approval notification of proposed change of use from B1(a) (offices) to Class C3 (dwellinghouses) to create 7no 1bed dwellinghouses	Prior Approval given July 2020
20/03335/PRI03O	Prior Approval notification of proposed change of use from B1(a) (offices) to Class C3 (dwellinghouses) to create 95 dwellinghouses	Prior approval given (September 2020)

9. Key Darwin Green decisions (adjacent site):

Reference	Description	Decision
07/0003/OUT	Mixed-use development comprising up to 1593 dwellings, primary school, community facilities, retail units (use classes A1, A2, A3, A4 and A5) and associated infrastructure including vehicular, pedestrian and cycleway accesses, open space and drainage works	December 2013
14/0086/REM	Reserved matters of 07/003/OUT for access roads, pedestrian and cycle paths, public open space, services across the site and one allotment site	Approved June 2014
14/1410/REM	Construction of public square with hard surfaced pedestrian and cycle areas, access road, disabled and service bay parking, soft landscaping, drainage and utilities pursuant to outline approval 07/0003/OUT	Approved December 2014
15/1670/REM	Reserved matters for 114 residential units and local centre, including library, community rooms, health centre and retail units pursuant to outline consent 07/0003/OUT	Approved May 2016
16/0208/REM	Reserved matters application for first housing phase (known as BDW1) including 173 dwellings	May 2016

	with associated internal roads, car parking, landscaping, amenity and public open space	
19/1056/REM	Reserved Matters application for second housing phase (known as BDW2) including 328 dwellings with associated internal roads, car parking, landscaping, amenity and public open space. The Reserved Matters include access, appearance, landscaping, layout and scale and related partial discharge of conditions 8, 10, 14, 18, 22, 25, 26, 27, 29, 35, 40, 49, 52, 58, 62, 63, 66 and 69 pursuant to outline approval 07/0003/OUT	Refused December 2020
21/03619/REM	Reserved matters application for fifth and sixth housing phases and Allotment 3 (collectively known as BDW5 and 6) including 411 dwellings and allotments with associated internal roads, car parking, landscaping, amenity and public open space. The reserved matters include access, appearance, landscaping, layout and scale related partial discharge of conditions 6, 8, 10, 14, 15, 17, 18, 22, 25, 26, 27, 28, 29, 35, 40, 49, 52, 58, 62, 63, 66 and 69 pursuant to outline approval 07/0003/OUT	Approved December 2021
21/04431/REM	Reserved Matters application for second housing phase (known as BDW2) including 323 dwellings with associated internal roads, car parking, landscaping, amenity and public open space. The Reserved Matters include access, appearance, landscaping, layout and scale and related partial discharge of conditions 8, 10, 14, 17, 18, 26, 28, 35, 40, 49, 52, 58, 63, 66 and 69 pursuant to outline approval 07/0003/OUT	Awaiting decision

## PUBLICITY



Advertisements: Yes

Adjoining Owners: Yes

Site Notice Displayed: Yes

Member Briefing - 13th January 2021

10. The application was amended in December with interested third parties being re-consulted on the amended plans. A further set of plans were submitted and uploaded to address errors and omissions in some of the documents in February 2022. These latest plans were not re-consulted on as the changes were not materially different to the previous amendments. The amendments are set out in the Proposal section of this report.
11. Neighbour letters were sent out in addition to the standard consultation letters, the requirements for statutory press notice and the display of site notices have been met. The application has therefore been subject to extensive consultation and publicity.
12. Prior to the submission of the application the applicants held a series of public meetings and workshops to seek public and stakeholder views of the proposed development. The proposals have also been discussed with officers as part of comprehensive pre-application work as well as presentation to the Cambridge Quality Panel (twice), Disability Panel, the Joint Development Control committee as a Developer's Briefing and the North and West Cambridge Community Forum.

## **POLICY AND MATERIAL CONSIDERATIONS**

13. **EIA Directives and Regulations** - European Union legislation with regard to environmental assessment and the UK's planning regime remains unchanged despite it leaving the European Union on 31 January 2020.

14. In accordance with those regulations, a screening opinion was submitted by the applicant and determined in April 2021. The Council concluded that a full Environmental Impact Assessment was not needed for the proposed development.

15. **The Conservation of Habitats and Species Regulations 2017** - The site is not in the vicinity of designated (European) sites of nature conservation importance and is not within such a designation. The Council is satisfied that the application is unlikely to have a significant effect on a European designated site either on its own or in combination with other projects and would not result in likely significant effects on European designated sites.

16. **Planning and Compulsory Purchase Act 2004 (as amended)** - Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications are determined in accordance with the development plan unless material considerations indicate otherwise.

17. **Equalities Act 2010** - The application has been assessed against the relevant sections of the Equalities Act 2010. It is not considered that the application discriminates against people with protected characteristics.

#### **18. Relevant Central Government Documents and Policies**

Central Government Guidance	National Planning Policy Framework July 2021 National Planning Practice Guidance National Design Guide LTN/20 Cycle Infrastructure
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#### **Relevant Development Plan Documents and Policies**

Cambridge City Local Plan 2018	Policy 1: The presumption in favour of sustainable development Policy 3: Spatial strategy for the location of residential development
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	<p>Policy 5: Sustainable transport and infrastructure</p> <p>Policy 6: Hierarchy of centres and retail capacity</p> <p>Policy 14: Areas of Major Change and Opportunity Areas – general principles</p> <p>Policy 20: Land between Huntingdon Road and Histon Road Area of Major Change</p> <p>Policy 28: Carbon reduction, community energy networks, sustainable design and construction, and water use</p> <p>Policy 29: Renewable and low carbon energy generation</p> <p>Policy 31: Integrated water management and the water cycle</p> <p>Policy 32: Flood risk</p> <p>Policy 33: Contaminated land</p> <p>Policy 34: Light pollution control</p> <p>Policy 35: Protection of human health and quality of life from noise and vibration</p> <p>Policy 36: Air quality, odour and dust</p> <p>Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones</p> <p>Policy 41: Protection of business space</p> <p>Policy 42: Connecting new developments to digital infrastructure</p> <p>Policy 45: Affordable housing and dwelling mix</p> <p>Policy 50: Residential space standards</p> <p>Policy 51: Accessible homes</p> <p>Policy 55: Responding to context</p> <p>Policy 56: Creating successful places</p> <p>Policy 57: Designing new buildings</p> <p>Policy 59: Designing landscape and the public realm</p> <p>Policy 60: Tall buildings and the skyline in Cambridge</p> <p>Policy 61: Conservation and enhancement of Cambridge's historic environment</p> <p>Policy 62: Local heritage assets</p> <p>Policy 68: Open space and recreation provision through new development</p>
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	Policy 70: Protection of priority species and habitats Policy 71: Trees Policy 73: Community, sports and leisure facilities Policy 74: Education facilities Policy 75: Healthcare facilities Policy 77: Development and expansion of visitor accommodation 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
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### **Supplementary Planning Documents and Material Considerations**

Supplementary Planning Documents	Greater Cambridge Biodiversity SDP Draft (July 2021) Greater Cambridge Shared Planning Sustainable Design and Construction (2020) Great Cambridge Housing Strategy (2019-2023) Affordable Housing SPD (2018) Cambridge City Council's Air Quality Action Plan (2018) Cambridgeshire Flood and Water SPD (2016) Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide SPD (2012) Biodiversity SPD (2009) Public Art (2009) Cambridge Quality Charter for Growth (2008)
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### **CONSULTATIONS**

#### **19. Cambridge County Council Education**

No objections raised.

There will be capacity in the existing and planned education settings to accommodate the demand from the development without the need for

additional capacity and for which the any projects are fully funded. In terms of library provision £6,547.50 has been requested towards the fit-out costs of the Darwin Green Library building.

**20. Cambridge County Council Highways Authority**

Amended application

No objections raised.

The amended plans showing a single point of access to the site from Lawrence Weaver Road is acceptable. The Highway seeks that this drawing be referenced in any planning permission that the planning authority is minded to grant.

21. Conditions have also been requested in respect of: existing vehicle access to be closed off; the submission of a traffic management plan. control of private water and an informative to ensure the right licences are obtained for working in the public highway and what should be included in the traffic management plan

Original application

Objections raised.

22. Internal one-way system is considered unnecessary and not supported. This should be consolidated to a single point of access. Design of the access should be a standalone plan so this can be subsequently approved. Swept path analysis shows the body of a vehicle oversailing with parts of building B. Written dimensions of the pedestrian footpaths should be included on the plans. Site plans do not currently show any works within the LWR to connect shared used paths to the site. Whilst the principle of using Howes Place for vehicles is acceptable the swept path analysis shows the body of vehicles being close to the trunks of the Pleached Limes along Howes Place.

**23. County Council Transport Assets Team**

Amended application

No objections raised. Subject to mitigation for a contribution towards the delivery of the cycle way along Castle Street and the car club provision and a condition securing a travel plan.

Original application

Objections raised. The Transport Statement does not include sufficient information to determine the highway impact of the development specifically regarding accident data and net trip generation.

**24. Highways England**

No objections raised.

**25. NHS Cambridge and Peterborough CCG**

No objections raised.

Identified that the development will give rise to need for additional primary healthcare provision through the need for a developer contribution of £174,800 towards the improvements in capacity at Huntingdon Road surgery or the Girton branch.

**26. Cambridgeshire Constabulary Designing Out Crime Officer**

No objections raised.

Communal areas as designed should encourage residents, tenants and visitors to use them thus improving natural surveillance across the development. The use of cycleways and footpaths aligned together also encourages their use and surveillance. Supportive of the design of cycle stores but would recommend cementing into the ground the stands and hoops. A lighting plan should be provided.

**27. Environmental Health**

No objections raised.

Requested the following standard conditions; full contaminated land conditions; materials management plan; DCEMP; and a Plant Machinery equipment and noise assessment. Bespoke conditions have also been requested for:

#### Resident Event Space:

A noise insulation and reduction scheme to the resident event space (which considers any sound-system, the nature and type of events to be held, adequate ventilation to allow windows/doors to be closed when there are louder events, patron noise management etc)

- Noise insulation post completion assessment (to ensure the resident event space is completed in accordance with the approved details)
- Hours of use shall not take place outside of 08:00-22:00 Monday to Saturday and outside of 09:00-20:00 on Sunday/bank holiday.
- All windows and doors to resident event space should remain closed during entertainment or playing of music (expect ingress or egress)
- Third party amplification shall be channelled through in-house limited amplification/fixed sound system

#### **28. Urban Design Officer**

##### Amended application

No objections raised. Amendments address the previous concerns.

Two options have been presented for access along the boundary with Howes Place (Option A and Option B). In terms of urban design, Option A is the preferred choice as this improves permeability for pedestrians and cyclists from the southeast.

##### Original application

Objections raised.

The following areas should be amended: access to the site from Lawerance Weaver Road resigned and public realm enhancing; error on the basement drawing; cycle and pedestrian link should be provided to Howes Place; re-design of roof on Mews (Building C-E) from View 4; and shadow studies should be included so the impact on amenity can be assessed and further refinement of brick detailing on the gables.

#### **29. Conservation Officer**

##### Amended application

30. No objections raised. Following the previous comments on these proposals, revised plans and notes have been received. The height of the Apart-hotel has been reduced so that it is one metre lower where it is close to the NIAB main building and the rest by 550mm. This reduction combined with the changes to the roof form of the building where it faces the NIAB building means that it sits better adjacent to the BLIs. The mansard roof form mirrors that of the main building and the grouping of the dormers on the south elevation references the pairing on the NIAB building opposite. The glazed link has been redesigned to reflect the dormer design and to reduce the amount of glazing. This is a more appropriate response to the context and is supported.
31. Taking the above into account the proposal will not adversely affect the setting of the Buildings of Local Interest. The proposals will comply with CLP Policy 62. With reference to the NPPF and the effect on the significance of the heritage asset, paragraph 203 would apply.

#### Original application

32. Objections raised. Whilst the BLI are each noted separately they should be considered as a group. The NIAB HQ is clearly the largest and most architecturally significant. The houses are a sub-group of real charm and well considered design (particular the landscape setting) and the separate semi-detached houses are somewhat less important. The removal of the poor quality mid-century extensions could be considered an enhancement. The demolition of the pair of semi-detached dwellings could therefore be contemplated if the replacement building formed a worthwhile contribution to this side of Howes Place and the old NIAB building. However, at this stage the following design concerns were raised:
- The height of the Apart hotel extends beyond the roof of the old 1920s building. The application also has limited information on the impact of any plant/roof top lifts.



- East elevation fronting Howes Place and the BLI houses appears long and repetitive along with the glazed link blocks. More attempt needed to give facades closets to the BLI more architectural interest.
- Additional details required on the finish of the 1920s building.

33. Conditions are requested for the brick details (bond mortar, mix and design); sample panel containing all other external materials. ridge, eaves and hip details; large scale drawings of sills, lintels etc.; glazing details and plant/equipment on the roof.

#### **34. Access Officer**

##### Original Application.

No objection raised. However, comments that all bathrooms designed for disabled users should be wet rooms and bathrooms need to be redesigned so that ceiling hoists can run from bedroom to bathroom.

#### **35. Sustainability Officer**

No objections raised.

36. The overall approach to integrating sustainable design and construction into the design of the proposals is welcomed. Significant focus at the pre-application stage was given to discussions around how to mitigate the risk of overheating in the build to rent units which has led to changes to façade design and the massing and layout of the apartments.

- Energy strategy considerably exceeds the 19% reduction in carbon emissions requirement in policy 28 of the Local Plan. Calculations suggest a 74% reduction in emissions. This is delivered via significant fabric improvements to reduce space heating demand, an all-electric approach to heating and hot water and photovoltaic panels. Space heating demand proposed is very close to that required by the Passivhaus standard and in line with emerging Greater Cambridge Local Plan net zero carbon buildings approach.
- Apart hotel takes an all-electric approach and achieves BREEAM 'excellent'.
- Significant consideration taken to designing out the risk of overheating, which was an element discussed throughout pre-application discussions. These

discussions and analysis using both current and future climate scenarios led to a reduction in single aspect units, a reconfiguration of the blocks and changes in the façade design, massing and layout of the proposals. Window reveals and shading design is to be refined further as part of the detailed design process.

- Looking at an embodied carbon target of 625 kg of carbon dioxide per metre squared in line with the RIBA Climate Challenge 2030 target (current business as usual is around 1200 Kg). This is an area not currently covered in local plan policy.
- Water use of no more than 100 litres per person per day (an improvement on the local plan requirement of 110 litres)
- Space for food growing included in the landscape masterplan.
- In terms of overheating the analysis has been undertaken using both current and future climate scenarios. This analysis has shown some slight risk to some units under Criteria B (night time temperatures), and in response to this window reveals and shading for these units will be finessed at the detailed design stage. This approach is welcomed. The work continues into the detailed design as their analysis did highlight some remaining risk of overheating, so the approach needs to be refined.

37. A condition to require submission of an updated overheating assessment, BREEAM Design Stage Certification, BREEAM Post certification, implementation of energy strategy and water efficiency have been requested.

### **38. Landscape Officer**

#### Additional information

Awaiting response. To be provided in update.

#### Amended application

39. Actions required prior to determination. Update Arboricultural Impact Assessment with clarity around trees. Coordinate AIA plans with landscape plans to ensure the right trees are retained, removed or replaced. Preference for Option A layout as it allows for permeability for Howes Place edge for pedestrians and cyclists. Considered to be a positive response to CLP Policy

80 . Additional clarity required though a planning condition on the location of the basement car park and how the landscape strategy will take this into account. Conditions for full hard and soft landscaping, green roof details recommended.

40. Original application

Objections raised. Clarity over entrance points from Howes Place. Access to the site from Lawrence Weaver Road resigned and public realm needs enhancing.

41. **Tree Officer**

Additional information

No objections

Amended application

Objection raised due to inconsistency between the plans.

42. **Ecology Officer**

Amended application

No objections raised, following the submission of the Biodiversity Net Gain spreadsheet.

Original application

43. No objections raised. Content with the survey effort informing the Preliminary Ecological Assessment and the follow up bat survey. No further surveys are required prior to determination. The summary Biodiversity Net Gain report is welcome and based on the proposed landscape master plan indicates a significant 92% BNG for the area habitats and a 41% BNG for the retained and proposed hedgerows. A full BNG spreadsheet should be made available in order to check assumptions made for existing and proposed habitat conditions.

44. Conditions for a Landscape and Ecological Management Plan, Green Roof and Nest boxes recommended.

**45. Environment Agency**

No objections raised.

**46. Anglian Water**

No objections raised.

A condition has been requested for a full foul water drainage strategy and a set of informatives to ensure the developer progresses the foul water scheme in adherence to other industry legislation. They have also requested the Flood Risk Assessment plans to be approved documents on any decision notice.

**47. Drainage Officer**

Amended application

No objections raised.

The submitted documents demonstrate that the site can drain adequately through source control components, swales, pipe work and attenuation basins/tanks. An alternative pumping strategy is considered acceptable if the applicant cannot discharge to the sewer in Lawrence Weaver Road. Condition requested for a detailed foul and surface water drainage scheme for the development and for construction. A verification report should be submitted to demonstrate they have been installed in accordance with the approved details.

Original application

48. Objections raised. Clarity required to demonstrate there is sufficient capacity is available on the private receiving drainage network system for the preferred option and for the alternative solution. Hydraulic model should show a plan with pipe/drainage features and a plan indicating a Finished Floor Level of at least 300mm above surface water floor levels.

**49. County Council Lead Local Flood and Water Authority**

Amended application

No objections raised.

The submitted documents demonstrate that surface water from the proposed development can be managed using green roofs and permeable paving on access and parking areas across the site. Surface water will be conveyed through a swale and pipe network. Conditions are required for a detailed surface water drainage system, construction drainage system and verification report. Informatives for Green Roof, Pollution Control have also been suggested.

Original application

50. Objections raised. Information on hydraulic modelling required. Control diameter should be no less than 75mm to reduce risk of blockages, finished floor levels should be raised above 300mm and additional information required on the alternative pumping strategy along with details of the green roof locations.

**51. Housing Strategy Officer**

No objections raised.

52. The Housing Strategy Team supports this application. It will provide much needed quality affordable private rent homes for applicants who are unable to access suitable accommodation on the Council's waiting list or who cannot, or do not want to purchase a home at this current time. S106 to be agreed to secure the units in line with Annex 9 of the Greater Cambridge Housing Strategy along with a monitoring process.

**53. County Council Archaeology**

No objections raised.

The site is in an area of high archaeological potential including with findings of Iron Age and Roman Settlements nearby. A condition is therefore recommended to secure a programme of archaeological investigation.

**54. Cadent Gas**

No objections raised.

Requested an informative is added to any decision notice to ensure the proposed works do not infringe on legal rights of access or restrict covenants that exist on existing gas infrastructure within the local area.

## **55. REPRESENTATIONS**

### **56. Cam Cycle**

Amended application

No comments received.

Original application

57. Objections raised. The plans include two-tier cycle parking stands. These are not permitted for residential use under CLP Policy 82. Kerb lines should not interrupt the cycle lane along Lawrence Weaver Road. Plans should be made clear.

### **58. CAMRA (Cambridge and District Campaign for Real Ale)**

Supports the provision of a microbrewery with drinking area within the buildings. Comments that in recent years we have seen many large residential developments around Cambridge (Orchard Park, Trumpington Meadows, Eddington, Ironworks, Timberworks etc) but none have included a new pub. It is encouraging that the development is bucking that trend by including a new pub. We see this as a positive aspect of this application.

### **59. Third Party Comments**

The following owners/occupiers/groups have made representations objecting to the application.

Amended application

60. Objections relating to the amendments were received from the following properties:

Howes Place - No.2b, No.5, No.6, No.7, No.8, No.9, No.11, No.12

Beagle Road - No.17

Plymouth Close - No.8, No.13

The representations objecting to the application can be summarised as follows in relation to planning matters:

Landscape:

- Hoping a mutually acceptable alternative site/access plan can be agreed with the developer based on the principles set out in the Option B (Howes Place residents)
- Inconsistencies between the Landscape Masterplan and the Arboriculture Impact Assessment about tree removal.

Heritage:

- Option B should be the preferred option
- Option B would only partially address the significant harm to the heritage assets of Howes Place (Howes Place residents)
- Harm to setting of Buildings of Local Interest on and around the site
- Harm regarding the loss of two Buildings of Local Interest

Urban Design:

- Harm to amenity of residents in terms of overlooking, overbearing, loss of light and noise impacts to those on Plymouth Close, Falmouth Avenue, Beagle Road and Howes Place
- Buildings C D and E will be significantly visible on Plymouth Close from Beagle Road due to the gaps between the properties.
- The shared roof terrace that is being proposed to break down the horizontal mass of building E would cause overlooking.
- Still not in keeping with the scale of the two-storey houses on Plymouth Close
- Proposed privacy screens provide minimal privacy

Other:

- Disruption will be caused to residents during the construction phase.

Original application

61. Two address points have registered comments to support the application:

- Elizabeth Way - No.57

- Sorbus Walk - No.3

The representations supporting the application can be summarised as follows in relation to planning matters:

- Refreshing a microbrewery has been proposed
- Good design and community feel

62.37 address points have registered comments to object to the application:

- Beagle Road - No.11, No.12, No.15, No.16, No.17, No.24
- Burlton Road - No.9, No.11, No 18
- Falmouth Avenue - No.3, No.24, No.26, No.34, No.38
- Holbrook Road - No.23
- Howes Place - No.2b, No.5, No.6, No.7, No.8, No.9, No.11, No.12
- Lawrence Weaver Road - No.113, No.121, No.137
- Overcote Road, Over - No.6
- Oxford Road - No.15
- Plymouth Close - No.1, No.7, No.8, No.15, No.17
- Randal Way - No.47,
- Shrewsbury Road - No.22, No.25
- Yeoman Drive - No.5

63. The representations objecting to the application can be summarised as follows in relation to planning matters:

Build for Rent:

- Inadequate provision of affordable private rent units on the site

Apart hotel:

- Lack of need for another hotel given the proximity of others in the area including Eddington.

Heritage :

- Harm to the setting of the Buildings of Local Interest on and around the site
- Harm to the context of the heritage assets and the amenity of existing residents through the overbearing massing and height of the proposed development.



- Location of a micro-brewery and bar alongside the heritage assets
- Harm regarding the loss of two Buildings of Local Interest No.14-15.
- Felling of 10 Pleached Lime trees which are protected under a TPO 10/1991
- Making Howes Place the backyard of the development for service vehicles, drop-offs and pick-ups. Howes Place is an unadopted private road with unlit and narrow access. This imposes unnecessary harm to the setting as the site is already served by purpose-built roads, footpaths and cycle lanes on Lawrence Weaver Rad and controlled junctions.

#### Landscape:

- Harm to the health and well-being of future residents through lack of onsite open space
- Felling of 10 Pleached Lime trees which are protected under a TPO 10/1991

#### Design and Layout:

- Harm to health and well-being of future residents through lack of onsite open space
- Scale and height up to five storeys not in keeping with the character of the area and Darwin Green
- Harm to the amenity of residents in terms of overlooking, overbearing, noise impact and security risks to those on Plymouth Close, Falmouth Avenue, Beagle Road and Howes Place

#### Access and Highways:

- Inadequate provision of on-site parking spaces for residents, visitors and employees, retail units, café, microbrewery and bar and building maintenance contractors

#### Drainage:

- Water damage and flooding to existing property

#### Other:

- Noise during construction phases
- Noise to residents along Howes Place from micro-brewery

## **SITE DESCRIPTION AND CONTEXT**

64. The application site is located to the north-west of Cambridge on the north-eastern side of Huntingdon Road. The site covers an area of 2.85ha. The site is bounded to the north-west by Lawrence Weaver Road, to the north-east by the rear of properties facing Falmouth Avenue and to the south-east by Howes Place. The land to the west and north-west are currently being developed for residential led development at Darwin Green.

65. The site currently contains the former NIAB Headquarters and comprises buildings, car parking and areas of hardstanding undeveloped scrub land. The main buildings are located to the south-western part of the site. The former uses at the site have relocated to a new NIAB Headquarters building on Lawrence Weaver Road and staff moved into that building in 2020. The former NIAB headquarters building benefits from Prior Approval for its conversion to 68 new dwelling units. Works are currently underway with occupation due later in 2022.

## **SITE CONSTRAINTS**

66. The south-western part of the site is defined as previously developed land and it is included on the Council's Brownfield Land Register. The north-eastern half part is an allocation for an Area of Major Change linked with Darwin Green in the CLP.

67. The site is not within or adjacent to a Conservation Area. However, the main former NIAB headquarters building fronting Huntingdon Road and Nos.14-15 Howes Place are included on the Council's List of Building of Local Interest. These buildings are part of a wider group including No.1-13 Howes Place.

68. There is a grouped Tree Preservation Order (TPO) on and around the site protecting the Pleached Lime trees. There are also individual TPOs covering Apple and Maple trees.

## **THE PROPOSALS**

69. Full planning permission is sought for the proposed development comprising the retention of the former NIAB Headquarters building, the demolition of all other buildings and structures and the erection of buildings with basements for 291 Build to Rent units (C3 Use) including affordable housing and a 202 bed Apart-hotel and associated facilities along with access, car and cycle parking, landscape and infrastructure works.

70. The proposed Build to Rent uses comprises the following:

- Apartments - (Use class C3)
- Community rooms/event space 140sqm (ancillary to C3 Use)
- Management offices (ancillary to C3 Use)
- Staff facilities (ancillary to C3 Use)
- Cycle shop 72 sqm (Use class E(a))
- Shop/Café 122sqm (Use class E(a))

The proposed Apart hotel uses comprises the following:

- Gym 214 sqm (Use class E(d))
- Swimming pool (Use class F2(d))
- Co-working/desk space 150 sqm (Use class E(g))
- Micro-Brewery 225 sqm (Use class E(b))

71. Howes Place falls within the ownership of the applicants and is a private road.

The road has been included within the red-line boundary. Some changes are proposed to Howes Place as follows:

- Change to surfacing for the first section of Howes Place
- Existing signage to be retained and enhanced

72. The application is accompanied by the following key documents:

- Acoustic Report
- Arboricultural Impact Assessment
- Air Quality Assessment
- Application Drawings, Visuals and Forms
- Archaeological Statement
- BREEAM Assessment Report

- Contamination Report
- Cambridge Build to Rent
- Design and Access Statement
- Ecology Report
- Heritage Statement
- Housing Report
- Flood Risk Assessment
- Landscape Plans, Management Plan and Report
- Waste Management Plan
- Planning Statement
- Surface and Foul Water Drainage Strategy
- Sustainability Statement (including daylight and sunlight assessments, BREEAM assessment)
- Statement of Community Involvement
- Townscape and Visual Impact Appraisal
- Transport Statement
- Utilities Statement

73. Multiple amendments have been made to the application since it was originally lodged. The main package of amendments was submitted and reconsulted upon in December/January 2021-22. Subsequent amendments were submitted in February 2022 due to some inconsistencies on the plans. These amendments did not materially change the scheme from the previous set of amendments and therefore a re-consultation was not necessary. The key changes include:

#### Landscaping:

- Submission of Option B Site Plan that removes all pedestrian and cycle connections from Howes Place to respond to concerns raised at the Development Control Forum.
- Amendment to ensure the Arboricultural Impact Assessment aligns with the Landscape Master Plans and Tree Strategy plans. Minor changes to tree removal/relocations along Howes Place.
- Open amenity space addendum

#### Urban Design:

- Height of Apart hotel reduced (Verified View also updated) to reduce impact on Buildings of Local Interest
- Block F has been shifted further away from Howes Place (an additional 2.5m) to reduce impact on Howes Place
- Changes to the appearance of the Apart hotel (including glazed links, roof pitch, dormer windows and gable end) to improve setting of the Building of Local Interest
- Access into the basement car park along with surveillance over the multi-functional zone/parking area near the Lawrence Weaver Road. To improve access arrangements and landscaping.
- Removal of access point onto Lawrence Weaver Road
- Amendments to upper floor of Mews Building to remove bulk and visual impact from surrounding roads.

#### Other

- Amendment to schedule of accommodation (the affordable mix has not changed)
- Transport Assessment addendum
- Update to Drainage Strategy
- Biodiversity Net Gain calculations
- Waste Strategy
- Public Art Strategy

74. During the application process the developer unilaterally put forward Option B site/access plans which seeks to remove the cycle and pedestrian access points from Howes Place to overcome third party objections. The original application including access points onto Howes Place (Option A) has been retained as part of the proposal to allow Members to reach a view. A summary analysis of the merits of these two options is provided in the Officer conclusion.

## **PLANNING ASSESMENT**

75. The key issues to determination of the planning application are set out as following:

<b>Topic</b>	<b>Paragraph numbers</b>
Principle of development	76-94
Affordable Housing and fallback	95-106
Housing mix and space standards	107-109
Context and Design	110-146
Heritage Impact	147-156
Archaeology	157-159
Sustainability	160-167
Impact to Residential Amenity	168-179
Landscape and Trees	180-185
Ecology	186-189
Drainage	190-193
Car Parking	194-204
Cycle Parking	205-208
Impact on highways	209-213
Waste	214-217
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## **Principle of Development**

### *Allocation*

76. Policy 20 of the Cambridge Local Plan 2018 (CLP) identifies the land between Huntingdon Road and Histon Road as an Area of Major Change and allocates

land for a new neighbourhood to include 1,696 dwellings (allocation ref. R43). Most of the allocation, including the policy requirements of education, retail, health centre, community and open space facilities will be delivered by Phase 1 of Darwin Green development, which already has outline planning permission for 1,593 dwellings (planning ref. 07/0003/OUT) and subsequent reserved matters permissions (planning ref. 15/1670/REM, 16/0208/REM and C/5000/15/CC).

77. The northern half of the application site falls within the allocated area (see Allocation plan associated with CLP Policy 20) where the principle of residential development is acceptable in line with CLP Policy 20. It should be noted that whilst the rear part of the site is allocated it did not form part of the subsequent Darwin Green outline planning permission and therefore is not restricted by the approved parameter plans for that development.

*Previously developed land*

78. The front part of the site is included within the Cambridge City Council's Brownfield Land Register (see associated with plan ref.18/1451/B1C3). The purpose of the Brownfield Land Register is for the local planning authority to identify previously developed land that is appropriate for residential development (as set out in the Town and Country Planning Brownfield Land Regulations 2017). The register notes that the site has already been given prior approval for a net of 71 dwellings. Paragraph 120(c) of the NPPF states that planning decisions should '*give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs*'. Given part of the site is also recognised as previously developed land, its re-development in principle is acceptable and should be given the appropriate weight in the decision-making process.

*Loss of Employment Use*

79. CLP Policy 41 addresses the loss of employment uses including those outside protected industrial sites, is relevant to the proposed development. The policy

seeks to guard against the loss of any employment uses unless (a) the loss of a small proportion of floor space would facilitate the re-development of employment uses; or (b) the site is vacant and has been marketed for a period of twelve months. The supporting text of the CLP Policy 41 at paragraph 5.21 removes the necessity to market a site if the site has allocated for another use.

80. Part of the site has been allocated for redevelopment under CLP Policy 20 with the other part designated as Brownfield Land. The applicant has confirmed the former uses at the site have relocated to a new NIAB Headquarters building on the other side of the Lawrence Weaver Road and the staff were relocated in early 2020. The former employment uses, and associated jobs have therefore not been completely lost but have been re-located. The existing buildings including the 1920 old NIAB building and its associated extensions also have benefit of permitted development rights by virtue of two prior approval permissions granted in 2020 which enables their conversion from office space to residential.

81. Based on the reasons set out above and are satisfied that the proposal would comply with CLP Policy 41 as the site has been allocated and new uses have been established.

#### *Build for Rent*

82. The proposed housing will be for Build to Rent (BtR), whereby the whole development is likely to be retained in a single ownership by a commercial investor and professionally managed and maintained. The BtR is increasing in popularity as a form of housing development; with developers being attracted to Cambridge who will offer this product. Given this is a relatively new tenure, there are no associated policies within the CLP because it pre-dates BtR becoming available. However, additional Annexes to the Great Cambridge Housing Strategy (2019-2023) (which are a *material consideration*) have recently been added to address BtR; this document is a material consideration in making planning decisions.



83. Annex 9: Build for Rent, was considered and subsequently adopted by Cambridge City and South Cambridgeshire District Councils in July 2021. The outcomes of the Annex (including the affordable housing requirements) were underpinned by a commissioned report from Savills 'The Build to Rent market in Greater Cambridge and West Suffolk June 2020' and 'Arc4: Market demand appraisal reports and Build to Rent Market Strategic Overview and Summary site-specific appraisals 2021'. The Annex outlines the agreed approach the Councils will take to the development of new, purpose-built homes for rent.
84. Paragraph 5 of Annex 9 states that *'The Greater Cambridge Housing Strategy supports the development of purpose built private rented housing to help provide additional housing choice and to help accelerate the delivery of new homes'*. Paragraph 15 of the Annex requires that a robust market report will be needed to clearly demonstrate how any proposed scheme would meet local housing need and demand.
85. This application is accompanied by a Build to Rent Market Research Report and Benefit and Opportunities of Build to Rent at the former NIAB Site by Icen Projects Limited (dated July 2021). Additional information was also submitted during the application process. The reports conclude that Cambridge has a relatively young population which is highly skilled and in senior occupations, the largest rented household groups in Cambridge are students and other multi-occupation households followed closely by single person and couples without children, the City's rental market is mature with median rents pointing towards a strong rental demand. Consultation with local agents highlighted that there would be a strong market for BtR accommodation in the City.
86. Planning and Housing Strategy Officers have reviewed the reports and consider the application site is well suited for a BtR development due to its accessibility and proximity to the City centre being around 1.6km, access to frequent bus services around the city and direct access onto a key cycle way,

and other services and amenities such as retail provision on Eddington and future planned services on Darwin Green. The type of the proposed rented housing will increase housing choice tenures available to buyers and address housing need. The managed nature of the development along with the associated uses could also help deliver a greater sense of community and provide more certainty to tenants . The principle of development for this tenure type, is therefore acceptable and is in accordance with Annex 9 of the Greater Cambridge Housing Strategy, subject to all other material planning considerations. The Affordable Housing Building for Rent product will be discussed in more detail in a subsequent section of this report.

### *Apart Hotel*

87. CLP Policy 77 addresses proposals for high quality visitor accommodation is relevant to the proposed development. The policy supports accommodation beyond the City centre. New accommodation should be located on the frontages of main roads or in areas of mixed-use or within walking distance of bus route corridors with good public transport accessibility.
88. The policy sets out in the supporting text at para 8.46 that there is a projected requirement for around 1,500 new bedrooms “over the next 20 years”. This was predicted on a study undertaken in 2021 ‘Cambridge Hotel Futures’. This figure is not a cap nor is it a definitive figure. The study explored several growth possibilities with the figure of 1,500 bedrooms derived from a medium growth scenario and for 2,000 bedrooms from a high growth scenario. The study acknowledges the potential need for a range of type of visitor accommodation.
89. Whilst officers are aware that planning permissions for Apart Hotels and other hotels have more recently been granted some of which are currently under construction around Cambridge (including the new hotel in Eddington), the policy does not set a ceiling for new visitor accommodation. In terms of plan-making, this policy would have been written and adopted in accordance with the requirements of paragraph 11(b) of the NPPF, which still remains current,

which states that strategic policies should, *as a minimum*, provide objectively assessed needs for housing and other uses, unless there are reasons otherwise. The wording of the policy, which seeks to encourage visitor accommodation, would accord with this principle. Furthermore, the applicants have confirmed they are in advanced discussions with an end user/occupier for the building demonstrating there continues to be market demand.

90. The principle of the inclusion within this development of the apart hotel taking into account as material considerations it would be in a highly sustainable location with good public transport links, it is therefore acceptable and in accordance with CLP Policy 77, subject to all other material planning considerations. A planning condition would need to be included to ensure the rooms will only be occupied for short-term accommodation (COND 3).

#### *Associated Uses*

91. The application seeks to introduce the following facilities to serve the whole development:

- Gym 214 sqm (use class E(d))
- Swimming pool (use class F2(d))
- Event space 140sqm (use class F2(b))
- Desk space 150 sqm (use class E(g))
- Micro-Brewery 225 sqm (use class E(b))
- Cycle shop 72 sqm (use class E(a))
- Shop/Café 122sqm (use class E(a))

92. CLP Policy 20 seeks to deliver a Local Centre in Darwin Green to the north of the application site. Detailed planning permission has been granted for this Local Centre under reference number 14/1410/REM and 15/1670/REM. During the pre-application stage in-depth discussions were held with the applicant and the Council's planning policy officers to ensure the retail proposal for this application/site is compatible with the Uses already permitted on Darwin Green. The proposed location of the café, bike shop and brewery

on Lawrence Weaver Road would contribute towards creating an active frontage and would complement the Darwin Green and Eddington Local Centres due to the relatively modest size of the units. In addition to this, during the application process representations were received from CAMRA and other third parties recognising the merits of providing a small micro-brewery on the site.

93. CLP Policy 73 addresses Community, sport and leisure facilities. Facilities provided as part of a mixed-use development will be permitted where they are of a type appropriate to the scale of the development and meet the needs of future residents, employees, and visitors. Given the modest size of the facilities proposed, as set out above, it is considered they are of an appropriate scale and would help to meet the needs of the residents on the site.

94. The size and location of the associated uses comprised in the application are considered to be acceptable and would meet the policy requirements. Based on the above evaluation, officers are satisfied the principle of the development proposed by the application is acceptable and in accordance with the CLP and the NPPF.

### **Affordable housing delivery and fallback position**

95. CLP Policy 45 states that *'Planning permission will only be granted for residential development on sites where the minimum percentage of affordable housing has been secured on site in line with the thresholds and percentages set out in Table 6.1'*.

96. For a development of the scale which the application proposes a 40% onsite provision would usually be sought as a minimum for an affordable housing requirement. However, the text of the policy qualifies this starting point by stating, *'unless exceptional circumstances are demonstrated'*, thus, the clear wording of the policy foresees there may be variations from the relevant percentage and threshold shown in Table 6.1.

97. Paragraph 65 of the NPPF states that major housing developments should “expect at least “ to deliver a minimum of 10% affordable housing, however an exception to this requirement should be made where the site or development provides solely for Build for Rent homes.

98. NPPF Annex 2: Glossary of the NPPF affordable housing for rent is referenced stating that the rental level for such units should be set at least 20% below local market rents and will be known as Affordable Private Rent units. The guidance within the NPPG confirms that Affordable Private Rent is a form of affordable housing specifically designed for Build for Rent.

99. In line with the NPPF, paragraph 17 of Annex 9 of the Greater Cambridge Housing Strategy requires a minimum of 20% of homes on BtR developments of ten or more homes to be provided as Affordable Private Rent.

100. The Applicant has submitted a standalone Housing Report (Carter Jonas July 2021) in support of the application’s affordable housing proposals. As mentioned previously the proposed scheme is also supported by Build to Rent Market Research Report (Iceni July 2021) and Benefit and Opportunities of Build to Rent Report at the former NIAB Site (Iceni July 2021). It is proposed that 20% of the net number BtR units delivered on the site will be affordable units.

101. The 20% figure has been applied to the net additional number of units after taking into consideration the number the extant Prior Approval consents would deliver. The Prior Approval consent each represent the applicant’s fallback position with the existing two dwellings on the site also (correctly) being factored in. The result is that the 20% requirement for this application is applied to the 187 net additional BtR units of which, therefore, 37 would be affordable. The table below illustrates this.

	<b>Number of units</b>
--	------------------------

<b>Total number of proposed BtR apartments</b>	<b>291</b>
<b>Fallback</b>	
Prior Approval (20/03335/PRI03O)	95
Prior Approval (20/0334/PR103O)	7
Existing dwellings	2
<b>Total fallback</b>	<b>104</b>
<b>Total apartments minus total fallback</b>	<b>187 (291-104)</b>
<b>20% of 187 equals AH requirement</b>	<b>37</b>

102. During the application process concerns were raised by third parties as to whether could the local planning authority should give material weight to the two Prior Approval consents.

103. Whilst the developer has indicated that if planning permission is granted the two Prior Approvals would not be delivered but this is apparently based on this scheme being granted without onerous affordable housing requirements. Schemes that receive planning permission often fail to materialise for a variety of reasons. Therefore, there is a real prospect that the fallback development could still be delivered. Officers have taken Counsel's advice which confirmed that the approach followed by the local planning authority and set out above is sound and that officers have correctly applied the fallback principle to the circumstances of this application given there remains a real prospect of it coming forward. This principle has been tested at law for which the current legal authority in case law is R (Mansell) v Tonbridge and Malling Borough Council (2017) EWCA Civ 1314.

104. In addition to the above, third parties' comments also raised concern on whether material weight can be given to the two Prior Approval schemes which differ in nature and type to this application. Counsel advises that the difference between schemes does not affect the application of the fallback principle because they are dealt with under different planning regimes (the Prior Approvals under the GPDO regime which is granted by Parliament and of general application), they both ultimately produce a lawful planning

permission which can be implemented by a developer. They (the Prior Approvals) are therefore be a material consideration.

105. Officers consider that 'Annex 9: Build to Rent' policy and the fallback position are exceptional circumstances which are applicable to this case and which should carry significant weight in the planning balance in the decision making. These considerations do justify a lower percentage from requiring the usual CLP Policy 45 provision of 40% affordable housing. The policy text does allow for exceptions and therefore the proposed scheme is in accordance with CLP Policy 45.

#### *Securing Affordable Private Rent*

106. Annex 9 sets out a list of criteria an Affordable Private Rent scheme should secure. The table below summaries the criteria and if/how an application has met each of the requirements. A s106 Agreement (on schemes for which planning permission is granted) will be required to ensure that these details are bound into a legal agreement in perpetuity.

	<b>Annex 9 requirements</b>	<b>Comply</b>	<b>Proposal</b>
<b>Affordable Rent Discount</b>	Must be provided at a minimum discount of 20% (regarding the Cambridge Housing Strategy and setting of Affordable Rents policy)	YES	The units will be discounted by 20% of the open market value.  Three independent valuations will be carried out to set rent levels and agreed with the LPA.

			<p>The market value would be subject to an indexation clause.</p> <p>The rent charged on the Affordable Build to Rent units will be inclusive of service charges and water utility charges.</p>
<b>Tenancies</b>	Tenancies of at least 3 years should be offered with a Tenant only break clause allowing a month's notice after 6 months.	YES	Agreed that all tenancies offered will be of at least 3 years and that the break clause will be for the tenant only to give one months' notice after at least 6 months of tenancy has elapsed.
<b>Allocations</b>	Allocation criteria should be agreed with the relevant housing team.	YES	<p>Incomes below 40k (single) or 60k (couple) per annum.</p> <p>Local connection within 2 miles, local work connection within 3 miles.</p>
<b>Covenant Period</b>	Period of 15 years will apply to market homes (with longer up to 25 years wherever possible).	YES	Period for 15 years with clawback mechanism and compensation if the covenant is broken.



	Valuation required to enable clawback to be calculated should a covenant be broken.		
<b>Management</b>	A single management company or operator will be expected to manage the whole BtR scheme.	YES	All BtR units will be managed by Vertex Living Ltd. There will be daily management on site.
<b>Monitoring</b>	Monitoring report to be agreed	YES	Monitoring criteria has been agreed by all parties. Review to be carried out on a bi-annual basis for the first three years to ensure affordable units are being allocated correctly. Following that yearly.

## Housing mix and Space Standards

107. CLP Policy 45 also addresses dwelling mix. It states that developments should include a balanced mix of dwelling sizes, types and tenures to meet projected future household needs within Cambridge. Annex 9 requires an appropriately balanced mix of property sizes considering the profile of demand. CLP Policy 50 also requires new residential units are permitted where they meet or exceed the Nationally Described Space Standards.

108. The applicant has provided a Build to Rent Market Research Report with the application demonstrating the highest need is for smaller one and twobedroom units. The conclusions of the report have therefore guided the proposed housing mix as set out below.

	Bed spaces	Space standards (Y)	Private Rent	Affordable Private Rent	Total BtR
1 bed studio	1	Y	128	16	144
1 bed flat	2	Y	65	12	77
2 bed flat	3	Y	0	9	9
2 bed flat	4	Y	61	0	61
Total			254	37	291

109. The proposed housing complies with CLP Policies 45 and 50 and Annex 9 demonstrating the mix meets the demand of the local area and will be of a size meets (and with some dwellings exceed) the Nationally Described Space Standard.

### **Context of site, design and external spaces**

110. The proposed development has gone through lengthy pre-application discussions and multidisciplinary workshops with technical officers from urban design, landscape, heritage, drainage, affordable housing and ecology. Since the scheme was first presented, there have been several significant changes to help the proposals fit in better with the character and appearance of the area, including its relationship with Darwin Green.

111. In addition to the above, proposals were considered twice by the Cambridgeshire Quality Panel. The minutes of the Panel's meetings can be found in Appendix 3-4. The Panel reviewed the scheme last in December 2020 where it commented that it was *'generally, the Panel was impressed with the ambition of the scheme and the quality of the applicant team, whilst noting the density of the scheme means the quality must be retained when built and requires heavy management. There has been real progress since the last review in October'*.

112. The Panel's minutes cover a range of design topics which are covered in more depth below but importantly, it did not consider the scale and massing of the proposals, the loss of two heritage assets or the access points into the development site to be of concern. Subsequent changes were made to the scheme following a series of recommendations from the Panel this includes but not limited to; amendment to the location of the courtyard areas serving the BtR units to reduce overshadowing, enhancement of the vehicle access courtyard design and 3D modelling of the BtR units including north facing flats to assess levels of sunlight.

113. The application is accompanied by a comprehensive Design and Access Statement (DAS) (JTP dated July 2021) and an update Post Submission Response document (JTP dated October 2021 and February 2022) providing an explanation of the design approach for the scheme and reason for subsequent amendments. The application is also supported by a Heritage Statement (Iceni dated 2021) and Townscape and Visual Impact Assessment (Neaves Urbanism dated July 2021) which considers the impact of the scale and massing on the surroundings areas.

#### Access

114. CLP Policy 55 requires applications to be well connected and integrated with the immediate locality. CLP Policy 80 gives walking and cycling high priority which should be fully considered at a scheme's design stage. LTN/20 for cycle infrastructure design also seeks to ensure high quality and safe infrastructure. These CLP policies align with paragraphs 110-113 of the NPPF which requires applications to give priority to pedestrian and cycle movements both within schemes and with neighbouring areas.

115. The main vehicle access will be from Lawrence Weaver Road into a basement car park. There will also be a taxi drop-off point off the same access point. The main cycle and pedestrian access points are proposed from

Lawrence Weaver Road. Service and refuse vehicles to the Apart hotel will be from Howes Place access.

116. Originally the application also proposed new cycle and pedestrian access points onto Howes Place. However, at the Development Control Forum stage petitioners raised concerns over the uplift in movements along Howes Place (as set out in Option A) requesting the access points should be removed in the interests of highway safety, amenity and heritage.
117. The developer subsequently amended the application and unilaterally put forward Option B site/access plans (key drawing 2206-PLA-XX-GF-DR-L-0008 rev P02), to remove these cycle and pedestrian access points to overcome these objections. The Apart Hotel vehicle access point would need to remain in either Option as it will serve the commercial premises although only by servicing or refuse vehicles. It will be up to the Planning Committee members to decide, if the application is approved, which Option (A or B) should be adopted. However, the following paragraphs provide members with Officers recommendation.
118. The functional requirements of servicing and refuse collection have been integrated into the overall site layout via the spine route with a separate service route for the Apart Hotel from Howes Place. Howes Place already accommodates servicing associated with the existing residential units including the Councils refuse vehicle. The Transport Statement concludes that the total number of good vehicles over 3.5T gross weight predicted to be generated by the proposed development will be around 12 per day (4 of which would be from Howes Place).
119. Local representations have raised concerns that the proposed Option A layout would create a short cut/desired line for pedestrians and cyclists away from the Lawrence Weaver Road down Howes Place, postulating the street to be inappropriate for such additional traffic as it is a narrow, unlit private road with uncontrolled access onto Huntingdon Road.

120. In terms of wider movements patterns, the footpaths and cycle lanes on Lawrence Weaver Road would form the major thoroughfare to the Darwin Green development. Additionally, a new toucan crossing will be secured on Huntingdon Road (to the south of the junction) linking to the 'Pavilion Route' which will offer a very direct route for Darwin Green residents heading towards the city and a safe point to cross the road. This has been secured through the Darwin Green application (07/0003/OUT). Some may still use Howes Place however this is likely to be for localised trips by those that know this alternative is there. The routes through the development will also be of benefit to the existing and future residents on Howes Place wishing to access some of the local facilities including the use the shop, open space or the need to use the Local Centre in Darwin Green.

121. For these reasons, technical officers, including the County Council Highways and Conservation Officer did not raise a concern regarding the use of Howes Place for pedestrian/cycle movement, nor when considered alongside the service vehicle use. The access points have not been found to cause harm to the Buildings of Local Interest or residential amenity as discussed in subsequent sections. Officers therefore consider, the Option A layout would provide public benefits in creating a permeable route through the site encouraging walking and cycling activity. Option A is therefore considered to be a better design solution, over that of Option B, that would accord with CLP Policies 55 and 80 and LTN/20

122. In both options, the applicant has committed to upgrading the surface of the road up to the Apart Hotel serving access. Low level lighting can also be considered and installed where appropriate. The detail of these measures can be secured by the proposed landscape condition (COND 43).

123. In terms of access arrangements, the proposal for Option A is considered to accord with CLP Policies 55, 56 and 80 and the aims of the NPPF giving priority to pedestrians and cyclists in the design of the scheme. Option B, whilst still providing good level of access provision when taken as a

whole, is more limited when specifically considering connections to Howes Place.

### *Layout*

124. The layout of the development has been influenced by the six different interfaces around the edges of the site including the old NIAB buildings, Howes Place, Lawrence Weaver Road and Darwin Green. Howes Green is proposed as a new area of public realm central to the development. A concierge and café, bike shop, co-working space, access to a gym and health and fitness suite and a microbrewery are located adjacent to this space to encourage activity to spill out into the public realm. This space will provide an attractive route and an active public space between the existing green open space in Howes Place, Lawrence Weaver Road and Yeoman Drive.

125. The proposal for the public realm to the north of the site is more residential in character with two public pedestrian and cycle routes that run across the site connecting a proposed north-east to south-west spine and Lawrence Weaver Road.

126. The first is via the proposed 'Water Meadows' public space, which provides a green link to Darwin Green to the north west and the second is a more intimate route along the northern boundary of the site. Gardens are contained by the built form of the two 'C' shaped blocks with access to Lawrence Weaver Road via through lobbies. Entrances to homes are proposed via lobbies and private front doors from Lawrence Weaver Road, the new spine street, and public spaces. This approach is considered to achieve activity and along key frontages and provide passive surveillance of the public realm.

127. During the application process, the area to the rear of the vehicle access ramp needed further refinement to have a stronger built frontage to the Mews Street and loading area and to also created a change in surface at

the entrance to the Mews Street to create a sense of enclosure to better define the spaces. Similar suggestions were also made by the Quality Panel. The amendments are considered to positively respond to the original concerns.

128. The Designing Out Crime officer of the Cambridgeshire Constabulary has reviewed the scheme and has raised no objection to this layout from a safety and security perspective.

#### *Scale and Massing*

129. The site does not sit within the approved outline area for Darwin Green which means there is no requirement for the scheme to accord with Darwin Green's approved parameter plans. There is a requirement, however, for the scheme to demonstrate that it fits in with the context of the surroundings as set out in CLP Policies 51 and 55.

130. The general building heights in the north-west quadrant of the City are generally between two and five storeys high. The Urban Design Officer indicated at the first pre-application meeting that anything taller than that would be '*harmful to the urban heirchary of the area*'. The Cambridge Quality Panel were presented with drawings, similar to that proposed, showing the heights up to five storeys. The Panel did not identify scale and massing as an area of concern in any of its comments, nor did it include it as an area needing review in its recommendations.

131. The scale of the proposal, which rises to five storeys on part of the site triggers the threshold for the application of CLP Policy 60 'Tall Buildings and the Skyline in Cambridge' and Appendix F. A Townscape and Visual Impact Assessment has been conducted to assess the visual impact of the proposals from key approaches to the site and primary receptors. These five views were selected following detailed discussions between the applicant and conservation, landscape and urban design officers. The scale and massing of the scheme has also been assessed by the Cambridge Quality Panel, the

Council's Urban Design Officers and Heritage Officers, none of whom raised any objections on scale and massing grounds.

132. The two five storey apartments are located away from the more sensitive areas of Howes Place, Beagle Way/Plymouth Close and the old NIAB HQ to the northern corner of the site. They would be mainly visible from the Lawrence Weaver Road. To have a better relationship with the street they are stepped with three storeys fronting onto Lawrence Weaver Road, stepping up to four storeys and then to the fifth storey, in the central/rear aspect of each building. They are set back from the road edge by approximately 4-5m with planting to the frontage softening the impact of the scheme.

133. It is also worth noting that Lawrence Weaver Road has a noticeable decline from Huntingdon Road down to where the built development for Darwin Green currently stops. The change in levels will therefore help to reduce the overall prominence of these units from wider viewpoints. Despite third party concerns about how the scheme fits in with the character of the area officers consider the proposed height variations to the BfR apartments would respond to its context and has used appropriate characteristics to help inform the massing and scale of the development in accordance with CLP Policy 55.

134. The Apart Hotel is located to the front of the site adjacent to the old NIAB building and Howes Place. During the application process it was apparent that the scale of the hotel was not acceptable from a heritage perspective given that it was taller than the old NIAB HQ. As amended the scheme has reduced the height of the closest section of the Apart hotel by one meter to align it with the height of the old NIAB HQ building. Officers note the northern section of the Apart hotel will remain higher than the old NIAB HQ building, however officers do not consider this to have any visual impact from passer-by. All roof plant enclosures have been located on this northern section to avoid being seen. The verified views from Howes Place and Huntingdon Road now demonstrate the buildings would have an



acceptable impact on the heritage assets given the noticeable detachment of the buildings and views from the Howes Place and Lawrence Weaver Road.

135. The units along the eastern edge (known as the Mews) are three storeys in height with the third storey being in the roof. There is a scale/massing difference from 2-3 storey traditional units along Plymouth Way/Beagle Road on Darwin Green. The application was amended to break up the bulk of the Mews Building E by removing some of the roof and proposing alternative materials. The amendments are considered to improve the views from Beagle Road and as amended the scheme is considered to fit in with the context of the surroundings including its relationship to the existing Darwin Green houses.

136. For the reasons set out above the scale and massing of the proposed development would be sympathetic to the local character, the development at Darwin Green and heritage assets in accordance with CLP Policies 55 and 62.

#### *Appearance*

137. The Design and Access Statement provides detailed information on the proposed development's appearance and materials are also labelled on the General Arrangement drawings. In terms of form, the roof space in and around the site at present is varied with flat roof extensions to the old NIAB building, flat roof apartment buildings and more traditional gable roofed units on Darwin Green and Howes Place. As proposed a mix of gable roofs and flat roofs have been introduced throughout the scheme to create a more varied roofscape, this would continue the feel of Darwin Green. The gable roofs are in areas with a sensitive context such as next to the old NIAB building and on the more rural domestic edge adjacent to Howes Place.

138. Façade materials include three brick colours of buff, multi-stock and grey. Glazed brick is used to highlight areas of mixed use and reconstituted stone and white soldier course brick have also been used as special features.

Brick banding has also been introduced along Howes Place site to reflect the detail within the old NIAB HQ building. The richness of the glazed brickwork and other materials was welcomed by the Quality Panel. Details of the materials will be conditioned to ensure it followed through to delivery (COND 32).

139. The appearance of the units responds positively to the context of the site and has drawn inspiration from the surroundings to create a high-quality design and appearance in accordance with CLP Policy 55.

#### *Inclusive Access*

140. The Disability Consultative Panel reviewed the scheme at the pre-application stage and made recommendations to the scheme. All apartments will have access to a lift in accordance with M4(2). The M4(3) units will be a ground floor level with accessible car parking spaces. The public and private amenity spaces are clearly defined and have been designed to be inclusive. To respond directly to their specific recommendations, amendments have been made to include the provision of wet-rooms and hoists within the bedrooms. Overall, the scheme provides High quality accessible and inclusive access in accordance with CLP Policy 56.

#### *Residential Amenity for future occupants*

141. The application is accompanied a Sustainability Statement (Expedition Issue 02 dated Jul 2021) which amongst other matters considers sunlight into the public realm and daylight into the properties. The Council's Urban Design Officer has reviewed the detail and has not raised objections on residential amenity grounds.
142. During the development of the masterplan consideration has been given to maximising the number of dual aspects BtR homes to mitigate overheating and minimising the number of north face homes. Due to the long narrow nature of the site buildings have been orientated to maximise the

amount of natural light coming in ensuring that key roof terraces and areas of the public realm benefit from long hours of sunshine.

143. The level of light to Internal spaces, has been informed by a 3D heat model and designed to target daylight levels in line with National Annex NA of BS EN 17037: Daylight in Buildings 2018. As the scheme has progressed through pre-application stages, single aspect north-faced homes have been reduced to 11% and dual aspect homes 65%. Whilst there are no set requirements in the CLP on what percentage should be achieved on development sites, officers consider, given the site constraints, the developer has achieved an overall good standard whereby most homes/rooms will achieve good levels of daylight.

144. The old NIAB HQ building is being converted to residential units under the Prior Approval application and will accommodate 68 units. The existing 1960s extensions is also subject to a Prior Approval consent for 102 units. If this latter consent is implemented the units currently being built in the east facing elevation of the old NIAB HQ building would directly face out into this enclosed courtyard. Light levels into the units would therefore already be restricted due to the overall massing of the existing extensions. As proposed, the two side-wings would be removed opening up the courtyard area allowing more light into this space providing an enhanced condition for those living in the old 1920s NIAB HQ building and the windows that face out onto this space. This opening up will be an improvement. A technical study for these units is therefore not considered necessary.

145. All the amenity spaces except the Apart hotel courtyards achieve levels of sunlight which will maximise the quality and use of the outdoor spaces in accordance with the BRE guide 'Site Layout Planning for Sunlight and Daylight: Guide to Good Practice' which requires external amenity space should receive at least two hours of direct sunlight on March 21<sup>st</sup> over at least half of the space. The Apart hotel courtyard falls slightly short of the BRE target, however, two weeks after 21 March it meets the relevant standard and therefore would have good sunlight access for most of the time.

### *Context of site, design, and external spaces - conclusion*

146. In conclusion, the proposed site layout and design responds positively to the site and its surrounding context. The scheme has developed through a collaborative process with the technical officers' teams and has been reviewed by the Quality Panel twice. The proposal would overall provide high quality public realm and buildings. The proposal is considered to accords with CLP Policies 55 and 56 and achieve a well-designed place in accordance with the aims of chapter 12 of the NPPF. subject to securing the planning conditions as described above. (CONDS 32)

### **Heritage impacts**

147. CLP Policy 55 states that development should respond positively to features of historical and local importance using appropriate local characteristics to help inform the massing and scale of new development, along with responding to their setting in terms of scale and height. CLP Policy 61 relates to the conservation and enhancement of Cambridge's Historic Environment for which proposals should preserve or enhance the significance of the heritage assets of the City, their setting and the wider townscape.
148. CLP Policy 62 is specifically related to Local Heritage Assets (LHA) and states that *'the Council will actively seek the retention of the LHAs including buildings, structures, features and gardens of local interest as detailed in the Council's local list and as assessed against the criteria set out in appendix G of the CLP'*. CLP Policy 62 require that *'where an application for any works would lead to harm or substantial harm to a non-designated heritage asset a balanced judgement will be made having regard to the scale of any harm or loss and the significance of the heritage asset'*. Paras 203 of the NPPF should also be factored into the balanced judgement by the decision maker.
149. The former NIAB Headquarters (HQ) building, and Nos.1 to 15 Howes Place are 'locally listed' non-designated heritage assets (as set out in Appendix

G of the CLP). The group's significance arises from the established use of the site by NIAB (a plant science research organisation), the design and subsequent construction by the architect P.R. Morley Holder and their landscaped setting of pleached lime trees which are protected by a tree preservation order.

150. The NIAB HQ was built in the 1920s and located to the front of the site facing Huntingdon Road. It is laid out in an 'E' shape with intervening landscaped areas. The building is constructed of white brick under a mansard plain tiled roof of two and a half storey with a three-storey entrance. The later extensions (during the 1960s) to the NIAB HQ are of much poorer design and construction. The Conservation Officer advises they are 'children of their time' having little heritage value.

151. As proposed, the removal of the poor quality mid-century extensions from the rear of the 1920s NIAB HQ could represent an enhancement to the group, creating new views of what has been a hidden elevation of the building along with a new landscaped area. This enhancement weighs in favour of the proposal.

152. Nos.1 to 15 Howes Place are two storey semi-detached residential properties built at the same time as the main NIAB HQ building. Local representations indicate they were constructed for officers' families after World War 1. Their finish matches the main building. Unlike the other cottages which align Howes Place, Nos.14 and 15 are located to rear of the HQ building. Whilst they are clearly part of the group being of a related design and similar construction they are isolated in their location and do not contribute to the group with neither having a visual relationship to the NIAB HQ or to the row of houses facing onto Howes Place. The demolition of Nos.14 and 15 Howes Place would result in some moderate harm through the loss of the two units from the group.

153. Turning to the redevelopment proposals, the Apart hotel will sit in a similar location to the demolished extensions. The Apart hotel has been sensitively located to provide breathing space to the main 1920s NIAB HQ

building and opening public views of the northern elevation. The closest BtR units within Block F have also been sited off the boundary to respect views down Howes Place.

154. During the pre-application and formal application processes the scheme was amended to respond to local heritage concerns. The Apart hotel and Block F now sit between 25.4m and 43.2m from the nearest cottage on Howes Place. The proposed buildings that align Howes Place buildings have been staggered to break up the bulk and green space has been introduced. The pleached lime trees will continue to provide soft natural screening between the old and the new buildings. The pre-application process delivered a reduction in the height of the Apart hotel to better align it with the height of the 1920s NIAB HQ at its closest point with other amendments refining the details on the elevations (dormer windows, removal of glazing links and brick work detail).

155. Given the thoughtful separation between the Apart Hotel, Block F and the cottages along Howes Place together with opening up the southern elevation of the 1920s NIAB HQ building, the siting, scale and massing of the Apart Hotel and the other apartment buildings are considered to respond positively to these features of historical importance, retaining their grouped significance, enhancing the overall setting in accordance with CLP Policy 61.

156. Whilst there would be the loss of two non-designated heritage assets (No.14-15 Howes Place), on balance their loss would not be significant given their visual detachment from the group and the subsequent re-development of the site which would see the removal of the 1960s extensions and an enhancement to the setting of the main 1920s building. The proposal would therefore accord with CLP Policy 62. The Conservation Officer supports the proposals on this basis subject to conditions for material details to ensure the quality of the building is followed through to construction (COND 32-34).

## **Archaeology**

157. CLP Policy 61 seeks to ensure the conservation and enhancement of Cambridge's historic environment. Furthermore, paragraphs 194 and 203-205 of the NPPF require that archaeological assets are properly assessed, considered and recorded. Para 194 expects local planning authorities to require developers provide *"an appropriate desk-based assessment....."*
158. The submitted Archaeological Desk-Based Assessment concludes that there is a low potential for archaeological remains to be present within the site. However, on the other hand the county Council's Senior Archaeologist's consultation response suggests that there is high archaeological potential associated with Roman burials leading west from the Roman town of Cambridge as well as medieval activity in the deserted settlement of Howes.
159. Taking into account the Senior Archaeologist's comments, it is considered that a suitable programme of archaeological investigation (including historic building recording) should be secured by planning condition (COND 31). Subject to the use of such a condition it is concluded that the proposal complies with CLP Policy 61.

## **Sustainability**

160. CLP Policy 28 requires development to take available opportunities to integrate the principles of sustainable design and construction into design proposals and requires a sustainability statement as part of the Design and Access statement outlining the approach to meeting national carbon targets and that the development proposal does not exacerbate Cambridge's water stress. This local plan policy is supported by the Greater Cambridge Sustainable Design and Construction SPD 2020.
161. The application is supported by a Design and Access Statement (July 2021) and a Sustainability Statement (July 2021). The overall approach to integrating sustainable design and construction into the design of the proposals has been welcomed by the Principal Sustainability Officer. Significant focus at the pre-application stage was given to discussions around

how to mitigate the risk of overheating in the BtR units which has led to changes in façade design and the massing and layout of the apartments. As further design tweaks are to be undertaken as part of detailed design condition wording is recommended below which will require the re-submission of overheating analysis following the detailed design stage to ensure that all units pass the overheating criteria (COND 39).

162. With regards to wider approaches, the Sustainability Statement sets out a holistic approach to sustainable construction considering issues including energy and carbon, transport, biodiversity, water, health and wellbeing and circular economy principles. These measures include:

- Space for food growing included as part of the landscape masterplan.
- Implementation of circular economy principles and adapting lean design methods.
- The materials strategy for the scheme is to be influenced by lifecycle analysis to reduce the embodied carbon of the proposals. The scheme is targeting an improvement on the RIBA 2030 embodied carbon target of 625 KgCO<sub>2</sub>e/m<sup>2</sup> (current business as usual in the residential sector is around 1200 KgCO<sub>2</sub>e/m<sup>2</sup>).
- Use of biodiverse roofs combined with photovoltaic (Pv) panels, with around 40% of roof space set aside for pv panels. The indicative location of the Pv panels is shown on relevant roof drawings although officers recommend that a condition be used requiring the submission of more detailed drawings following detailed design showing the layout of the biodiverse roofs and Pv panels.
- Targeting of water use of no more than 100 litres per person per day for both the residential units and for the Apart hotel, in excess of 110 litres per person as required by the policy (COND 40 Water Efficiency)
- Achievement of BREEAM 'excellent' for the Apart hotel, with a current score of 71.6% and a potential score of 90.6%.



163. With regards to the energy strategy for the proposals the approach is to take an all-electric approach to heating and hot water provision for both the residential units and the Apart hotel.
164. For the residential aspect of the scheme, a key component of the approach is to set a space heating demand for the scheme of 20 kWh/m<sup>2</sup>/year. Heating is to be provided by direct electric heating with hot water provided by individual hot water heat pumps with a cylinder. Given the setting of a space heating requirement for the scheme and associated fabric improvements the use of direct electric is considered appropriate on this occasion. Carbon calculations using the new SAP 10.1 carbon intensity figures suggest that this approach alongside the provision of Pv panels will reduce emissions by 74%, which is well in excess of policy requirements of 44% (COND 38).
165. For the Apart hotel, the energy strategy follows a similar approach in that it is an all-electric approach to heating. Air source heat pumps are to be used which are located at roof level in the plant areas to provide heating and any cooling required. Pv panels are also proposed for the Apart hotel. These measures help the scheme achieve 8 Ene01 credits under the BREEAM assessment which exceeds the minimum requirement for achievement of BREEAM 'excellent'. Conditions to secure the implementation of the energy and sustainability strategy for the proposals is recommended. (COND 36 BREEAM Design Stage Certification and COND 37 BREEAM Post Certification)
166. A further measure to enhance the energy performance of the scheme currently under consideration is the application of battery storage to allow for the future potential of a local microgrid with a two-way connection. Whilst this option is still under consideration it is a measure which the Principal Sustainability Officer encourages because it will help to maximise the use of energy generated by the proposed Pv panels on-site further enhancing the environmental performance of the scheme (COND 38) .

167. The proposal is therefore considered to comply and in places exceed the requirements of CLP Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020. The proposal is therefore acceptable in sustainable construction terms.

## **Impact on Residential Amenity**

### *Plymouth Close and Falmouth Avenue*

168. During the application consultation third party concerns were raised regarding the location and scale of the proposed 'Mews apartments' (Buildings C-E) in relation to the existing properties along Plymouth Close and Falmouth Close.
169. The proposed buildings will be three storeys in height having a back-to-back distance of 18m-20m and located 12m to the shared boundary. Bedrooms are located along the eastern facade of the buildings facing Plymouth Close and Falmouth Close. The size of the glazing panels has been reduced to mitigate perceived overlooking and will be conditioned (COND 35). All balconies will be on the western elevation facing into the site. There will be some external walkways on the eastern elevation, however, the developer has proposed privacy screens to reduce overlooking, details of which will be conditioned (COND 35).
170. Darwin Green is a higher density edge of City scheme and therefore it is generally accepted there will be some overlooking with varying levels of light to garden areas when compared to lower density housing sites in more rural locations. The proposed back-to back separation distances proposed here are commonly seen in residential areas on Darwin Green including properties between Shrewsbury Road, Lawrence Weaver Road and Randal Way. In terms of overlooking and loss of light to windows the proposed separation distances are not considered to cause any significant impacts to residential amenity.

171. In terms of loss of light to amenity space, the proposal has been tested using 3D modelling to determine the sunlight access on the ground within the site and to the adjacent areas. The BREs guide 'Site Layout Planning for Sunlight and Daylight': A Good Practice states that external amenity spaces should receive at least two hours of direct sunlight on March 21<sup>st</sup> over at least half of the space. Given the gardens to properties along Plymouth Close and Falmouth Avenue properties are north-west facing (with the sun's path going from east-west during the day), the model demonstrates that the garden areas will achieve this criterion when taken with the location of the apartments and cycle stores. In terms of loss of light the proposed separation distances are not considered to cause any significant impacts to residential amenity spaces.

172. Residents along this Plymouth Close and Falmouth Avenue also raised concern regarding security and noise from the proposed three bike stores and access path to be located along the boundary. The bike stores will provide secure cycle parking for the users of the Mews buildings only. The stores will be single storey/flat roof buildings. There will be a lock at the front of each store to ensure residents are only able to access their bikes. Due to the nature of BfR scheme there will be onsite management 24 hours a day and therefore this area and the wider site will be monitored to reduce the risk of crime. The Designing Out Crime officer reviewed the proposals and has not raised any concerns. Noise impacts from future occupants locking up bikes would be limited and will be contained within the stores. Significant impacts are therefore unlikely.

#### *Falmouth Road and Lawrence Weaver Road*

173. The northern boundary of the site abuts back gardens of three storey houses and a four-storey apartment building along the Lawrence Weaver Road. The houses are 8m from the site boundary and a residents' car park sits directly adjacent to the site, behind a brick-wall. Along this boundary a new thoroughfare is proposed connecting the top of the mews to Lawrence Weaver Road.

174. The gable end of the Apartment Building (A) is positioned 8m from the site boundary. The existing apartment building has south faced gable end with projecting balconies. The apartment building is angled with these balconies facing into the Lawrence Weaver Road. As such, there will be no significant overlooking or overbearing impacts would occur.
175. The Mews Building (C) is also position 8m from the site boundary. This distance coupled with 12m depth to existing garden areas leaves an acceptable distance to not cause any significant overbearing or overlooking impacts.

#### *Howes Place*

176. The existing houses on Howes Place are two storeys tall and arranged in a line of short terraces. The terraces sit behind a line of mature pleached lime trees and indent around a lawned green space.
177. The proposed buildings closest to this edge have been laid out in a comparable manner and will be four storeys tall, part of which has been amended and dropped down by between 0.5-1m to further reduce impact. They will sit behind two lines of existing pleached lime trees providing a soft landscape edge. This allows for a good offset distance of 25m which increases to 43m at points along the Howes Place. Given this will be a front-to-front relationship it is considered to not cause any significant overbearing or overlooking issues. The model also demonstrates there will be no significant loss of light to amenity space.
178. The proposed buildings will have residential accommodation at ground and upper levels with no active or noisy uses facing Howes Place. The main vehicle access will be from the Lawrence Weaver Road and therefore movements will remain limited. The leisure uses that are more central to the site will be conditioned limiting their opening hours and use to limit the impact on amenity.

### *Impact to residential amenity summary*

179. During the pre-application and application process regard has been given to the impact of the development on existing neighbouring properties. This has resulted in amendments to the development to improve the relationship. For the reasons above the proposal is not considered to cause any significant or adverse impacts from overlooking, overshadowing or loss of light noise and consequently would accord with CLP Policy 55 which seeks to ensure development integrates with the immediate locality and similarly accord with paragraph 130 of the NPPF which seeks to create places which are safe.

### **Landscape and Trees**

180. CLP Policy 71 specifically deals with trees stating that *development will not be permitted which involves felling (significant surgery (either now or in the foreseeable future) and potential root damage to trees of amenity or other value unless there are demonstrable public benefits accruing from the proposal which clearly outweigh the current and future amenity value of the trees*. CLP Policies 56 and 59 require landscaping including external spaces, public realm and boundary treatments to be an integral part of new developments, of high quality and amongst other matters ensure that existing features such as trees and boundary treatments are retained and protected.

181. The application has been supported by an Arboriculture Impact Assessment along with a detailed Landscape Master Plan. The existing site has a grouped Tree Preservation Order covering the pleached lime trees which align Howes Place and Huntingdon Road. There is also an individual Tree Preservation Order for a Maple and Apple tree. The landscape scheme has been an integral part to the proposal recognising the importance of the Pleached Lime trees to the history of the site and its surroundings.

182. In terms of the boundary treatments, five pleached lime trees need to be removed along Howes Place specifically to facilitate the new access points

into the development site. This will be the case on both the Option A and Option B scenario. They will, however, be re-planted in gaps on Howes Place on to ensure there is no net loss. A new row of Pleached Limes will also be planted along the boundary of Lawerance Weaver Road enhancing the character of the area. Several other trees will need to be removed within the development site to facilitate the proposed development; however the trees intended for removal are considered to have a low arboriculture and amenity value.

183. In terms of the landscaping within the site, the site has been set up around eight key character areas which provide a range of spaces for residents and visitors. The main public space sits central to the site known as Howes Green. There will also be private communal gardens, courtyards and roof terraces to serve the BfR and Apart hotel units. These areas will include a variety of new trees and planting, a SUDs feature and play for children. The flat-roofed buildings will also have green/biodiversity roofs. The Quality Panel (December 2020) acknowledged that the landscaping had been better integrated into the scheme. Following further amendments to the scheme have been supported by the Tree Officer and final confirmation is awaiting from the Landscape Officer.

184. Conditions for detailed hard and soft landscape scheme (COND 43) and details for the green roof (COND 44) are recommended in order to refine the landscaping proposals before implementation. A tree protection condition (COND 51) - and replacement planting condition (COND 43) - is similarly recommended to ensure the relevant protection for the TPOs is secured. Officers consider these conditions to be acceptable.

185. The proposal is considered to generally accord with CLP Policies 56, 59 and 71 to deliver a high-quality landscape scheme that respects existing amenity valued trees on and around the site.

## **Ecology**

186. CLP Policies 69 and 70 seek to protect and enhance sites of biodiversity and geodiversity importance and priority species and habitats. Section 3.5 of the Council's Sustainable Design and Construction SPD provides guidance on survey requirements and biodiversity net gain. A draft Biodiversity SPD, consulted on between July to September 2021 proposes more detailed guidance including clarification on the need to demonstrate measurable net gain for biodiversity.
187. Paragraph 174 of the NPPF states that planning decisions should minimise impacts on and provide net gains for biodiversity, while paragraph 180 (NPPF) sets out the associated principles which should be applied. The application includes the following: a Preliminary Ecological Appraisal, a Bat Activity Survey, Biodiversity Net Gain Calculations (and Summary note) and a Sustainability Statement.
188. In summary, this information suggests that significant impacts on a nearby Site of Special Scientific Interest (SSSI) would be unlikely, and that the application site's relatively low ecological value would be significantly improved by the proposed development. New green roofs, wetland drainage features, amenity grassland and tree planting would ensure a biodiversity net gain of 92% in relation to habitats. In terms of hedgerows, retained and newly created hedgerows would ensure a biodiversity net gain of 41%.
189. The Nature Conservation Projects Officer has considered the submitted information and confirmed that that there are no objections if planning conditions for (i) a Landscape and Ecological Management Plan (COND 41) ;(ii) full details of the proposed green roofs (COND 44); and (iii) nest and roosting boxes (COND 42) are all secured. Subject to these conditions being imposed, it is concluded that the proposal complies with the above CLP policies and NPPF.

## **Drainage**

190. CLP Policy 31 sets out a range of requirements concerning sustainable drainage while Policy 32 explains how the potential flood risk both from and to a development will be considered. These policies are supplemented by detailed guidance in the Cambridgeshire Flood and Water SPD (2018) and Section 3.7 of the Sustainable Design and Construction SPD (2020). Furthermore, paragraph 169 of the NPPF states that major developments should incorporate sustainable drainage systems and sets out some key principles. As submitted, the application included the following documentation specific to flood risk and drainage: (i) a Flood Risk Assessment, (ii) a Surface Water Drainage Strategy; and (iii) a Sustainability Statement.
191. The Flood Risk Assessment concludes that there is no significant risk of flooding to the site from fluvial, tidal, groundwater, water infrastructure or sewer sources and that the low risk of surface water flooding from the site could be suitably managed. Following initial objections from the Lead Local Flood Authority and the Council's Drainage Officer an updated Surface Water Drainage Strategy was submitted to improve certainty regarding the suitability of the proposed sustainable drainage system and to also confirm a pumped solution which would be required should the sewers within Lawrence Weaver Road not be adopted. The consultees' objections have since been removed whilst Anglian Water and the Environment Agency have both responded with no objections to the proposal.
192. Whilst officer note third party concerns about flood risk to their properties the information within the application demonstrates that surface water from the site can be dealt with appropriately and should not have any resulting impact on neighbouring properties. This information has been considered by the Lead Local Flood and Water Authority. The condition which seeks to ensure the strategy has been completed in accordance with the planning condition prior to occupation will be imposed.
193. Conditions recommended by the above consultees seek to secure the detailed design of the drainage scheme, verification that the works have been implemented in accordance with the agreed plans upon completion, details of



surface water management during construction (COND 46-47); requiring a follow up survey confirming it has been constructed in accordance with the approved plans (COND 49); and the implementation of foul water drainage works (COND 48). Subject to imposing of these conditions, it is concluded that the proposal complies with the above CLP policies and NPPF.

## **Car Parking**

194. CLP Policy 82 sets out maximum levels of car parking that the Council will permit for various types of development. Appendix L states that the levels should not be exceeded but maybe reduced where lower levels of parking can reasonably be expected. The application is supported by a Transport Statement (Clewlow Consulting July 2021) and Transport Statement Addendum (Clewlow Consulting November 2021) setting out the approach to car parking levels including local circumstances and average car numbers for developments of this nature. This has been considered by the County Council's Transport Assets team and officers.

195. The proposed development provides 194 car parking spaces within the basement of the development, including 18 accessible spaces and two spaces allocated for car club vehicles. It is proposed that 110 spaces are allocated to the BtR accommodation, , 28 to the Apart hotel, 4 staff spaces and 19 visitor spaces. During the application process third party concerns were raised in relation to there being insufficient parking to accommodate the needs of the development.

### *Build to Rent*

196. The Transport Statement includes details on national car ownership trends. *The Department for Transport entitled "Young peoples travel – what's changed and why"* indicates that there was a drop in the number of car driver trips per person made by people aged between 17-29. The research indicates that travel behaviour has been driven by changes in young people's socio-economic situations. With BtR market targeting those between 21-35 age

group with more emphasis on the younger end of the market car ownership could be likely to be much lower than once was the case.

197. The Transport Statement demonstrates that such trends are becoming clear in Cambridge referencing the Crossways Garden site in Trumpington (Ref: 15/2350/FUL) which is now managed for BtR units where 49 car parking spaces were provided for 51 apartments, but this has now been reduced to 29 spaces.
198. The Transport Statement indicates based on the 2011 National Census data covering the local area (Gilbert Road, Histon Road and Stretthen Avenue), based on one person living in a flat car ownership is, on average 0.35 cars per dwelling. Where there are two people living in a flat the average is found to be 0.64 cars per dwelling. The same approach was taken on a BtR scheme in Orchard Park. Applying this to the proposed mix of units would equate to 144 parking spaces.
199. The provision of car club spaces (secured by a s106 planning obligation) can also be expected to reduce demand for privately owned vehicles as occupiers will have direct access to vehicles they can lease. The car parking demands of the development are therefore expected to be no greater than for 124 vehicles. However, to align with the national trends and to further discourage future residents from car ownership in such a sustainable location, it is considered that the proposed provision of 110 spaces including 10 accessible spaces and two car club spaces is on balance acceptable and in line with the main aims of the national and local planning policies. All parking spaces will need to be booked in advance through the onsite management company and therefore the number of cars coming to the site can be pre-empted and managed accordingly.

#### *The Apart hotel*

200. The Use class for the Apart hotel is 'sui-generis' and therefore does not explicitly fall under a particular section in the CLP Policy 77, however, as a

guide for hotels and guest houses (C1 Use) the policy requires no more than one space for every eight residents and one space for every eight members of staff be provided.

201. Most of the units are intended for single occupancy with only sixteen units designed for occupation by two people. The maximum number of guests staying at the Apart hotel is therefore expected to be 220 for which the proposed car parking allocation of 28 (including three accessible spaces) spaces would be in line with policy.
202. The Transport Statement concludes that based on a similar scheme for the Apart hotel at Eddington, a ratio of 0.14 spaces would be needed for the number of staff expected to be present on site at any one time. On this basis there is expected to be approximately 30 staff onsite at any one time which would equate to 4 spaces being needed. Other staff would be expected and encouraged to use public transport. In terms of parking allocated guests and staff will also need to book a space prior to arrival for control and monitoring purposes.
203. Whilst officers understand the parking concerns raised by third parties the evidence presented demonstrates the proposed parking levels are sufficient to accommodate the development. Furthermore, the car parking provision has not had any objections from the County Council's Transport Assets team and is in accordance with CLP Policy 82 which amongst other matters also seeks to promote lower levels of private parking in order to help achieve a modal shift.
204. Separate to the above third-party concerns have been raised in regard to existing and future occupiers using the cycleways along Lawrence Weaver Road as overspill parking spaces. At present only a short section of Lawrence Weaver Road is an adopted public highway so beyond its boundaries the Highway Authority do not the means of controlling the street parking; remediation is a matter for the landowner. The full extent of the road and cycleways is nevertheless moving towards adoption which once the adoption

formalities are completed suitable waiting restrictions can put in place enabling the Highway Authority to enforce as appropriate to keep the cycleways clear.

## Cycle Parking

205. A total of 593 cycle parking spaces will be provided on the site to support the development. There will also be additional cycle parking spaces to serve the conversion of the old NIAB HQ.

206. The table below sets out the cycle parking to be provided for the BtR units which is above the required standard set out in CLP Policy 82. In addition to the covered cycle parking there will be visitor cycle parking located in close proximity to most of the building entrances.

<b>No of Spaces</b>	<b>One-bed unit</b>	<b>Two-bed unit</b>	<b>Visitors</b>	<b>Total</b>
<b>Proposed</b>	283	160	40	483
<b>Policy Standard</b>	221	140	36	397

207. The table below sets out the cycle parking to be provided for the Apart hotel based on the standard applied to hotels within the City under CLP Policy 82. The proposal will meet, or in some cases exceed the requirements of standard set out in the Policy. Cycle hire will also be available through the proposed bike shop.

<b>No of Spaces</b>	<b>Guest rooms</b>	<b>Staff</b>	<b>Visitors</b>	<b>Total</b>
<b>Proposed</b>	40	44	10	94
<b>Policy Standard</b>	40	22	nil	62

208. Cycle parking for visitors and staff of the bike shop and café will be provided in accordance with CLP Policy 82. There will be 14 visitor spaces and 12 staff spaces. These spaces will be located at ground level.

### **Highway safety and impact to road network**

209. The application is accompanied by a Response Note and Transport Statement Addendum dated September 2021 and November 2021. These documents have been reviewed by the County Council's Transport Assessment team.
210. The development is expected to generate a net reduction of 55 vehicle trips in the weekday AM and a net reduction of 33 vehicle trips in the weekday PM. There is predicted to be a net increase of 73 cycling trips in the weekday PM. Due to the reduction in vehicle trips overall, there would not be an impact onto the capacity of surrounding junctions.
211. A Travel Plan will be secured by a planning condition (COND 7). A financial contribution towards the upgrade of Castle Hill cycleway and the provision of car club vehicles and spaces are recommended to be secured through a s106 planning obligation based on the net number of cycle movements (see Appendix 1).
212. The scheme has been considered by the Local Highways Authority engineer and following amendments to the scheme recommends conditions for falls and levels (COND 5) and for the provision of a traffic management plan (COND 6).
213. The proposal will not have any significant impacts on the transport network in terms of capacity or congestion, in accordance with CLP Policy 81 and paragraph 110(d) of the NPPF.

### **Provision for Waste and Recycling**

214. The proposed development has been designed in accordance with the Cambridgeshire and Peterborough Waste Partnership (RECAP) Waste Management Design Guide SPD. The applicant has submitted a Refuse Strategy Plan showing the arrangement of bin stores and collection areas, the refuse vehicular routes, the refuse collector and residents' routes, and a Refuse Vehicle Tracking Plan.
215. Each apartment will be fitted with three compartment waste bins, with each compartment corresponding to a relevant waste stream to be collected by the City Council. When internal bins are full residents will transfer their waste to the Underground Refuse Store collection points located within 30m of the front door from each block.
216. The Apart hotel will be responsible for its own waste. There is a secure refuse store located in the southern corner of the building. Refuse vehicles will access the store from Howes Place up to twice a week. A similar arrangement will exist for the commercial units.
217. It is considered reasonable and necessary to attach a condition for a site waste management plan (COND 50) to ensure a suitable refuse strategy is agreed with the Council's Waste department prior to occupation of the development. A financial contribution towards a new special waste vehicle is considered to be reasonable and necessary given the additional demand for waste disposal generated from this development. The financial contribution will be secured through a s106 planning obligation.

## **Public Art**

218. CLP Policy 56 amongst other matters requires embedded public art as an integral part of development proposals. A site wide public art strategy has been submitted with the application. The strategy identifies landscape commission, collaboration with architects and an ongoing programme of community led activity as playing a key role in the strategy. The budget for this commission is set out in the strategy at £200,000 and the timing over

delivery between June 2022 and September 2027. No objections have been received. A condition is recommended to ensure the public art strategy progresses through to complete implementation (COND 45). On this basis the proposal would accord with CLP Policy 56(j).

## **Pollution**

219. A suite of policies in the CLP provides a comprehensive set of requirements in relation to pollution. CLP Policy 33 seeks to prevent adverse impacts arising from contamination and requires investigation and remediation where it is suspected or known to exist. Policy explains how external lighting will be controlled. CLP Policy 35 seeks to protect human health and quality of life from noise and vibration, whilst CLP Policy 36 addresses air quality, odour and dust.

220. Section 3.6 of the Sustainable Design and Construction SPD (2020) includes detailed guidance on how the above policies will be applied. Furthermore, paragraphs 170 and 183 - 188 of the NPPF addresses risks associated with pollution and seeks to secure improvements to local environmental conditions wherever possible.

- (i) The application includes the following information specific to pollution: Sustainability Statement; (ii) a Phase 1 Preliminary Risk Assessment; (iii) a Noise Assessment; and (iv) a Air Quality Assessment.

221. The Phase 1 Preliminary Risk Assessment explains that the potential sources of contamination – former office buildings, car parking, construction compound and horticultural nursery glasshouses – result in a risk of potentially significant harm ranging from ‘very low’ to ‘moderate’ depending on the specific land use. The risk of the site being classified as ‘contaminated land’ is identified as being ‘low’. In its conclusion, the report recommends that further work, including a Phase 2 site investigation is completed to confirm (a) the initial assessment identified by the X: (b) to refine the preliminary

conceptual site model; and (c) to determine details of investigative/remedial works as necessary.

222. The Noise Assessment suggests that noise affecting the development would mainly originate from road traffic using Lawrence Weaver Road and Huntingdon Road, while noise arising from the development would be from the various commercial uses proposed as well as construction activities. The report concludes that noise impacts to existing and future residents could be suitably managed through planning conditions.

223. The Air Quality Assessment identifies that the nearest Air Quality Management Areas (AQMA) to the site are the Cambridge AQMA (1.3 km) and the A14 Corridor AQMA (1.5 km). The report details the baseline situation, construction impacts and operational impacts of the development concluding that significant impacts on air quality could be avoided using appropriate planning conditions. Furthermore, the Sustainability Statement confirms that the development would be served by air source heat pumps with no combustion emissions to air while the proposed 108 active electric vehicle charging points would support a transition to low/zero-emission vehicles.

224. As for light pollution the application does not include the design of external lighting so appropriate details would need to be secured through a planning condition.

225. The Environmental Health Officer and Environment Agency have raised no objections, although several conditions are recommended to cover the following matters:

- Investigation and remediation of contamination (COND 8-12)
- a Material Management Plan (COND 14)
- a Demolition and Construction Management Plan (COND 13)
- a Plant, Machinery and Equipment Noise Assessment (COND 15)
- a Noise insulation/reduction scheme (COND 16)



- Restrictions on various land uses to protect the amenity/quality of properties from noise (COND 17-27)\_
- an Electric Vehicle Charging Point Provision and Infrastructure Strategy (COND 29)
- an Artificial Lighting Impact Assessment and Mitigation Scheme (COND 30)
- an Air Quality Compliance condition (COND 28)

226. Subject to the use of conditions covering these matters, it is concluded the proposal complies with the above CLP Policies 33, 35, 36.

### **Indoor sports and open space provision**

227. CLP Policy 68 requires that all residential development proposals should contribute to the provision of open space and recreation sites/facilities on-site. Requirements are calculated in accordance with the standards set out in Appendix 1 of the CLP. The policy goes on to provide that alternative off-site provision may be acceptable if the proposed development is of an 'insufficient size' to make the appropriate provision feasible or in '*exceptional circumstances*', if the open space provision can be met through enhanced provision off-site.

228. The Council's adopted the Open Space and Recreation Strategy is a material consideration. The strategy seeks to ensure that open space supports the development of sustainable communities and enhances the health and well-being of residents and the biodiversity of the City. It sets out to ensure that open space in Cambridge meets the needs of all who live, work, study in or visit the City and provides a satisfactory environment for nature enhancing the local townscape complementing the built environment.

229. The applicant submitted an Open Amenity Space Addendum (dated November 2022) which includes a plan showing the associated split of the proposed open space across the site. This plan was updated during the consultation process to respond and acknowledge third party objections to the level and type of provision that could be included in the calculation.

230. The Open Space requirement set out in CLP Policy 68 is only applicable to the residential units, which in this case would be the BtR units (as C3 residential development). The Apart hotel is a sui-generis Use and for hotels there is currently no policy requirement for outdoor space to be provided given visitors will only be staying for a short period. A management plan for the open spaces will be secured through the s106 agreement.

231. The table below shows a summary of the proposed on-site/off-site provision:

	<b>Policy required amount</b>	<b>Amount delivered</b>	<b>Complies (Y/N)</b>	<b>Onsite or off-site</b>
Outdoor Sports	0.48ha	-	Y	Off-site contribution
Indoor Sports	1 sports hall for 13,000 people and 1 sports hall for every 13,000 people	Swimming pool and gym	Y	On-site
Children and Teenagers (2-bedroom units only)	0.04ha	0.10ha	Y	On-site
Informal Open Space	0.88ha	0.64ha	Part	Part on-site (77%) Part off-site (33%)
Allotments	0.16ha	-	Y	Off-site contribution
Community Space	Type appropriate to the scale of the development	Community event space	Y	On-site provision

Private amenity space	None dimensions but should be practical to use	<p>All properties will have access.</p> <p>Balconies to all BfR units.</p> <p>2770m2 (communal space)</p> <p>800m2 (roof terrace)</p>	Y	On-site
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#### *Outdoor Sports and Allotment provision*

232. No outdoor sports and allotment provision are provided on the site due to its location, nature and size and by virtue of the level of provision the policy requires. An off-site contribution of £95,081.00 towards Cambridge North Academy for a target list of improvements and a contribution of £20,800.00 towards Histon Road and Bateson Road allotments will be secured through a s106 planning obligation. See Appendix 1 which includes a summary of the Heads of Terms.

#### *Indoor sports and community space*

233. In terms of indoor sports and community space, the application is providing these facilities on the site through a community room/event space within the BtR units, the swimming pool and gym. An off-site contribution is therefore not considered necessary however, a s106 planning obligation will secure the provision of a completed Community Use Agreement between the site owner/developer and the City Council to ensure these facilities are open to the wider public.

#### *Informal open space*

234. Table I.1 of CLP Policy 68 defines Informal Open space as being 'Informal provision' including examples of recreational grounds, parks, natural greenspace or high quality public hard surfaces.
235. Informal Open Space was designed into the scheme at an early stage of the pre-application discussions. The central heart of the development, Howes Green, will provide an open amenity space for the public, residents and visitors. There is also access to the water meadows which sit between some of the BtR units and landscaped gardens along with a pocket park around the edge of the old NIAB building.
236. The applicant originally included some of the semi-private spaces in the open space calculations - for example the Apart hotel courtyard, roof terraces, communal gardens and courtyard within the existing old NIAB building. Given these areas intimately related to the buildings, officers consider these areas do not align with the examples set out in table I.1 of the CLP Policy 68 which are generally more publicly assessable and therefore could not be counted for in the calculation.
237. Removing these spaces from the calculation, 77% of the publicly accessible open space can met on-site and therefore the remaining 33% would need to be provided as an off-site contribution. Despite the on-site shortfall the development will still achieve a high-quality environment for future residents with the additional types of open space which are not included in the calculation e.g., the communal roof terraces and the Childrens' and Teenager play space for which there is not a policy requirement but still enhances the offer. Off-site contributions have been provided on other sites where similar situations exist.
238. The Council's s106 Officer has suggested an off-site financial contribution of approximately £31,900.00 to be allocated for improvements to Histon Road Recreation Ground and its facilities (which is 1.6k from the site)

could make up the shortfall on-site and would provide some enhancements to the benefit of the wider community. In this case officers consider 'exceptional circumstances' exist and therefore the proposals would accord with CLP Policy 68 and recommend the financial contribution be secured through the s106 planning obligation.

#### *Children and Teenagers' play and Apart Hotel*

239. Given the nature of the development it's unlikely there will be a maximum number of children and teenagers. However, children and Teenagers play has been provided on-site in the form of a small pocket green to the south-west of the site. There will also be play features in the communal areas, roof top terraces and doorstep play areas along the Mews. The amount provided would exceed the policy requirement.
240. Whilst there is no CLP Policy requirement to provide outdoor space for the Apart hotel the developer has included a sensory garden space along with a water feature for those visitors central to the building.

### **S106 obligations**

241. CLP Policy 73 (Community, Sports and Leisure facilities): CLP Policy 74 (Education facilities) and CLP Policy 85 (Infrastructure) all seek to ensure there is or will be sufficient infrastructure capacity to support and meet all the requirements arising from new developments. All the relevant consultees were consulted during the application process to inform and understand current and future needs. The outcomes are set out in Appendix 1 along with the associated projects the contributions will help fund where financial contributions are sought. The principle of the financial contributions has been agreed with the applicant.
242. In terms of community, sports and leisure, the application is providing these facilities on the site through a community room/event space within the BtR units, a swimming pool and gym. A contribution financial or otherwise is

therefore not considered necessary subject to completion of a Community Use Agreement which ensures these facilities are open and available for public use as well as residents of the development prior to use first occupation of Apart Hotel and event space through a s106 planning obligation or such other reasonable trigger as agreed with the developer.

243. In terms of Education the County Council confirmed there was sufficient capacity to take on the demands of the development at all levels. They have however requested a financial contribution of £6,547.50 towards library provision.
244. In terms of healthcare, the NHS identified capacity issues at Huntingdon Road/Girton surgery and have therefore requested a financial contribution of £174,800 to be applied for the purposes of improving capacity at the existing practices. They also confirmed that whilst the new surgery at Darwin Green (closer to the application site) has all the relevant planning permissions in place there is no certainty at this stage on what more might be needed as such contributions cannot be requested.
245. Justification for a financial contribution payable to the Local Highway Authority towards cycleway improvements (a figure yet to be agreed to meet the CIL tests) has been set out in the 'highway and impact to road network' section of this report. In summary the improvements to the cycle network along Castle Street and the Car Club provision are reasonable and necessary to meet the increased demands put on infrastructure proposed by the development. An update will be provided on the final amount.
246. A financial contribution for Waste towards a new waste vehicle is reasonable and necessary given the site will accommodate underground bins.
247. The s106 planning obligations set out in Appendix 1 are considered to comply with the relevant CLP policies and meet the tests set out in The Community Infrastructure Levy Regulations 2010 (as amended) as being

necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonable in kind.

## **Development Control Forum**

248. The application was presented to the DCF in November 2021 following a petition from various households. The minutes from the meeting are in Appendix 5. In summary, the petitioners requested the following key changes to the application:

- the removal of any points of access from Howes Place (during and after construction) to respect landscape setting and heritage assets.
- to reduce the scale and massing of the development to two storeys on sensitive edges, three storeys central to the site and four storeys adjacent to existing buildings on the Lawrence Weaver Road to protect amenity of existing residents, contribute to the protection and enhancement of Howes Place and the ability to include more open space and parking provision.
- minimum of 20% 'Affordable Private Rent' dwellings should be provided.

249. The applicants considered the comments made in third party representations and at the DCF and subsequently amended the application. The key changes were as follows:

- The Developer has submitted an Option B scenario whereby all pedestrian and cycle access points have been removed onto Howes Place. Only access into the Apart hotel and an emergency access point will remain under this scenario.
- Tree removal along Howes Place has been reduced to five trees to limit the impact on the setting of the road. Where trees need to be removed, they will be replaced in existing gaps.

- Reduction in the ridge of the Apart hotel between 0.5m-1m to limit the impact on the BILs. However, a complete re-design was not considered necessary given the conclusions of the Townscape Appraisal and the support from the Quality Panel.
- The proposal provides a policy compliant scheme of Affordable Housing when taking into account the extant Prior Approval consents granted on the site both of which are a material planning consideration.

250. Officers understand the petitioners remain opposed to the Option A site/access arrangements. However, since the submission of Option B arrangements further dialog has taken place between the applicants and the petitioners. Officers understand the petitioners now unanimously support Option B site/access arrangements on the grounds it provides sustainable transport requirements, it significantly improves highway safety and minimises harm to the appearance, character and setting of the heritage assets of Howes Place and the amenity of existing and future residents. Officers are of the understanding that the up-to-date plans submitted by the applicant reflect these discussions.

## **Conclusion and Planning Balance**

251. Given the recommendation, it may be helpful for Members to think of this proposal as two separate applications; one which includes access points onto Howes Place and another which has them removed. As set out in the report, Option A is the preferred option by the local planning authority's technical consultees because having the access points onto Howes Place responds to good placemaking principles set out in planning policy.

252. However, during the application process the developer has unilaterally put forward Option B which seeks to remove the access points from Howes Place to overcome third party objections. Officers are of the view that Option B does not have any material bearing on the acceptability of the application as



a whole and therefore if this is the layout preferred by Members the application can be approved on this basis.

253. The NPPF lists the three dimensions to sustainable development: economic, social and environmental. These dimensions are interdependent and need to be pursued in mutually supportive ways to achieve sustainable development. The benefits and dis-benefits of the development proposals have been evaluated and assessed against the objectives of the NPPF and the presumption in favour of sustainable development, as summarised below.

254. Turning to the planning balance, in terms of social benefits, the proposal seeks to introduce a significant number of BtR homes, 37 of which will be Affordable BtR. The Council's Greater Cambridge Housing Strategy and National Planning Policy support the development of purpose built private rented homes because it helps to provide an additional choice into the market and accelerates the delivery of new homes in the city. The development would provide BtR housing to meet the local identified needs of Cambridge. The scheme also seeks to introduce a range of facilities that residents of this development and members of the public will be able to access including co-working spaces, swimming pool, a gym and Micro-brewery.

255. In terms of economic benefits, the proposal seeks to introduce an Apart hotel which will provide 202 rooms to keep pace with the continued market demand for new accommodation in Cambridge. This use will create various new job roles during and post construction which will be of benefit to the local economy. The additional expenditure from visitors to the 202 bed Apart Hotel and occupiers will help support the local business and services. Along with a package of s106 contributions to support upgrades to existing infrastructure.

256. In terms of environmental benefits, the comprehensive re-development of the site has meant that a high-quality landscape scheme can be secured. There will be a significant increase in biodiversity on the site, exceeding the 10% requirement in Biodiversity Net Gain. The majority of protected Pleached Lime trees will be retained on and around the site with a significant number of

new ones planted to enhance the setting on the old NIAB site and preserve the Buildings of Local Interest that surround it. The scheme also includes various sustainable measures which includes an electric only development, Pv panels, achieving targets of 110 litres per person per day in terms of water consumption and cutting carbon emissions by 74% exceeding Part L of the Building Regulations. The drainage strategy also includes rain-water gardens, green roofs and swales through the development.

257. Overall, the proposed development will bring significant public benefits which accord with the three dimensions of sustainable development set out in the National Planning Policy Framework 2021. The Application Site is part included within an allocation for Mixed Use residential development with the remaining part identified in the Brownfield Register and as such the principle of re-use for residential development is acceptable and complies with all other policies in the CLP. In accordance with S38(6) of the Planning and Compulsory Act 2004 there is a statutory presumption in favour of granting planning permission. The balance of these benefits in the circumstances of the application is considered to weigh in favour of granting planning permission, outweighing any harm that the proposed development may cause.

258. Having considered the provisions of the development plans, the views of statutory consultees, local consultees and third-party representations as well as all other material planning considerations, the proposed development is recommended for approval subject to planning conditions as set out in this report at Appendix 2 and to the prior completion of a Section 106 Agreement to secure the recommended planning obligations set out in Appendix 1 .

## **RECOMMENDATION**

259. Officers can recommend Committee to approve the application either (a) with or (b) without the new pedestrian and cycle access points onto Howes

Place. Accordingly, your Officer's recommend approval to grant planning permission by reference to only one of the following two Options:

**260. OPTION A (with inclusion of pedestrian and cycle access points from Howes Place as part of the development)**

APPROVE subject to:

1. The prior completion of a s106 Agreement under the Town and Country Planning Act 1990 as set out in Appendix 1 and;
2. the planning conditions and informatives contained in Appendix 2 of this report; and
3. including the delegated authority to officers (i) independently to negotiate, settle and complete the terms of the s106 Agreement substantially reflecting the obligations set out in Appendix [1] of this report; (ii) independently to settle any minor non-significant amendments to the conditions and/or (iii) in the case of any significant amendment or the introduction of additional conditions to do so in consultation with the Chair and Vice Chair of Committee.

**261. OPTION B (without pedestrian and cycle access points from Howes Place being included as part of the development)**

APPROVE subject to:

1. The prior completion of a s106 Agreement under the Town and Country Planning Act 1990 as set out in Appendix 1 and;
2. the planning conditions and informatives contained in Appendix 2 of this report; and
3. including the delegated authority to officers (i) independently to negotiate, settle and complete the terms of the s106 Agreement substantially reflecting the obligations set out in Appendix [1] of this report; (ii) independently to settle any minor non-significant amendments to those conditions and/or (iii) in the case of any significant amendment or the introduction of additional conditions to do so in consultation with the Chair and Vice Chair of Committee.

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## DRAFT HEADS OF TERMS

**EDUCATION** - None requested

### COMMUNITY AND HEALTH CARE INFRASTRCTURE

Infrastructure Item/s	Agreed financial contribution.	Triggers	CIL Reg 122 comments
<b>Community Facility</b>	On-site provision as part of development costs.	Community facility management strategy to be submitted.	Community meeting space necessary to meet the needs of the new population generated by the development.  On-site provision.  Scale determined with reference to CLP policies 73
<b>Library provision.</b> Off-site provision towards the new Darwin Green library.	Contribution of £6,547.50 and monitoring contribution of £150	100% prior to commencement	Library facilities necessary to meet the needs of the new population generated by the development.  Off-site provision.  Scale determined with reference to County Council guidance and local plan policies 85
<b>Health Care.</b> Off-site contribution towards Huntingdon Road/Girton surgery.	Contribution of £174,800.00	100% prior to the commencement.	Health care facilities necessary to meet the needs of the new population generated by the development.  Off-site provision

			Scale determined with reference to Policy 85 and NHS guidelines.
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## HOUSING

Infrastructure Item/s	Agreed financial contribution.	Triggers (no. of dwellings)	CIL Reg 122 comments
<b>Secure XX Affordable Build to Rent housing.</b>  Delivery and allocation Approved plans XX	On-site provision as part of development costs.  Monitoring costs of £XX	tbc	Housing provision necessary to meet the needs of the new population generated by the development.  On-site provision.  Policy 45 of the CLP requires a minimum of 40% affordable homes to be provided on development sites of 15 or more dwellings. Policy H/10 of the SCLP requires a minimum of 40% affordable homes on sites of 11 dwellings or more.  Annex 9 of the Greater Cambridge Housing Strategy
<b>Secure Build to Rent tenure</b> in perpetuity.  Management of BtR accommodation.  Approved plans XX	On-site provision as part of development costs	tbc	Annex 9 of the Great Cambridge Housing Strategy

## PUBLIC ART

Infrastructure Item/s	Agreed financial contribution.	Triggers	CIL Reg 122 comments
<b>Site wide public art strategy and delivery of public art.</b>	Contribution of £116,400.00 (£400 per unit)	tbc  Provision in accordance with public art delivery plan to be submitted.	Local Plan policies seek to secure public art as an integral part of development.  On-site provision. Scale determined with reference to CLP policy 56.

## SPORTS AND RECREATION

Infrastructure Item/s	Agreed financial contribution / onsite provision	Triggers (no. of dwellings)	CIL Reg 122 comments
<b>Formal outdoor sports provision.</b> Off-site provision to Cambridge North Academy for target list of improvements.	Contribution of £95,081.00	Prior to 1 <sup>st</sup> Occupation	Outdoor sports facilities are necessary to meet the needs of the new population generated by the development.  On-site provision to include sports, children's play space, allotments.
<b>Informal open space.</b> Onsite provision and improvements and access to Histon Recreation Ground.	Part onsite Part off-site  (£96,679 represents 100%)	Prior to 1st Occupation	Quantum in accordance with City Council Open Space and Recreation Strategy SPD.
<b>Children and teenagers play space.</b>	On-site provision as part of development costs.	tbc	

<b>Allotments.</b> Off-site contribution towards Bateson Road allotment site and Histon Road.	Contribution of £20,800.00 (£10,400 to Histon Road and £10,400 to Bateson Road)	Prior to 1st Occupation	
<b>Indoor Sports Provision. Swimming Pool Provision and Gym</b>	On-site provision	tbc	Indoor sports facilities are necessary to meet the needs of the new population generated by the development.  Off-site provision.  Scale determined in accordance with relevant Local Plan policy.
<b>Community use and access agreements</b> Completed community use agreement in relation to the community use of the swimming pool and gym.		To start the community use agreement process upon commencement which must be completed prior to first occupation of any dwellings.	
<b>Delivery and timing of public open space</b> Lay out and complete public open spaces in accordance with agreed public open space programme.		tbc	Public open space provision is necessary to meet the needs of the new population generated by the development.  On-site provision.
<b>Open Space management and maintenance plan</b>	Submission and then implementation of maintenance and management plan	tbc	Quantum in accordance with City Council Open Space and Recreation Strategy SPD.

## OTHER INFRASTRUCTURE



Infrastructure Item/s	Agreed financial contribution.	Triggers	CIL Reg 122 comments
<b>Cycleway improvements.</b> Off-site Improvements to Castle Street towards Cambridge City Centre.	Contribution of £239,545.24		Scale determined with reference to Policy 85
<b>Car club.</b>	On-site provision and secured in S106 agreement.		Scale determined with reference to Policy 85
<b>On-streetcar parking management Plan.</b>	On-site and secured in S106 agreement		Scale determined with reference to Policy 85
<b>Waste receptacles.</b>	£150 per flat		Scale determined with reference to Policy 85

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## **Appendix 2 - Draft conditions**

### **Time Limit**

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

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

### **Approved Plans**

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

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

### **Apart Hotel**

3. The apart-hotel units hereby permitted, shall only be occupied for short-term accommodation, and shall not be used or occupied by any person(s) permanently as their home nor occupied or let upon any terms which provide or confer security of tenure. Short-term accommodation in this instance is defined as not being occupied for a period of more than 90 days in one visit by the same person(s), with no return by said persons for a period of [INSERT] days and no personal possessions other than those of the owner associated with the holiday let shall remain there.

The owner shall keep a written record of the occupants of the accommodation hereby approved (including permanent address of occupants and dates during which they occupy the accommodation). The written record shall be made available within one week of the date of a written request by the Local Planning Authority.

Reason: The application is for short-term accommodation only, and a more permanent form of accommodation would be contrary to Policies 77 and 78 of the Cambridge Local Plan 2018.

### **Other Uses**

4. Limit floor space and/or permitted development rights

## Highways

### Falls and levels

5. The accesses hereby approved shall be constructed so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway and uses a bound material for the first [INSERT] metres to prevent debris spreading onto the adopted public highway. Once constructed the driveway shall be retained as such.

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

### Traffic Management Plan

6. No demolition or construction works shall commence on site until a traffic management plan has been submitted to and agreed in writing by the Local Planning Authority. The principle areas of concern that should be addressed are:
  - i) Movement and control of muck away vehicles (all loading and unloading should be undertaken where possible off the adopted public highway)
  - ii) Contractor parking, with all such parking to be within the curtilage of the site where possible
  - iii) Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway where possible.)
  - iv) Control of dust, mud and debris, and the means to prevent mud or debris being deposited 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).

### Travel Plan

7. No occupation of the building shall commence until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall specify the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking how the provisions of the Plan will be monitored for compliance and confirmed with the local planning authority The Travel Plan shall be

implemented and monitored as approved upon the occupation of the development.

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

## **Contamination**

### Phase 1

8. No development (or phase of), or any investigations required to assess the contamination of the site, shall commence until a Phase 1 Desk Top Study and a Phase 2 Site Investigation Strategy have been submitted to and approved in writing by the Local Planning Authority.

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

### Phase 2

9. No development (or phase of) shall commence 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).

### Implementation

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

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

### Submission of phase

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

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

### Contamination unexpected

12. 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).

## **Environmental Health**

### Construction and Environmental Management Plan

13. No development, including demolition, shall commence until a site wide Demolition and Construction Environmental Management Plan (DCEMP) has been submitted to and approved in writing by the Local Planning Authority.

The DCEMP shall include the consideration of 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 times and collections / dispatches 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

e) Soil Management Strategy having particular regard to potential contaminated land and the reuse and recycling of soil on site, the importation and storage of soil and materials including audit trails.

f) 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.

g) Vibration impact assessment methodology, mitigation measures, 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. Details of any piling construction methods / options, as appropriate.

h) Dust mitigation, management / monitoring and wheel washing measures in accordance with the provisions of Control of dust and emissions during construction and demolition - Greater Cambridge supplementary planning guidance 2020.

i) Use of concrete crushers.

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

k) Site artificial lighting including hours of operation, position and impact on neighbouring properties.

l) Drainage control measures including the use of settling tanks, oil interceptors and bunds.

m) Screening and hoarding details.

n) Access and protection arrangements around the site for pedestrians, cyclists and other road users.

o) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.

p) External safety and information signing and notices.

q) Implementation of a Stakeholder Engagement/Residents Communication Plan, Complaints procedures, including complaints response procedures.

r) Membership of the Considerate Contractors Scheme.

Development shall be carried out in accordance with the approved DCEMP.

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

## Waste Management Plan

14. No material for the development (or phase of) 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).

## Noise Assessment

15. No operational plant, machinery or equipment shall be installed until a noise assessment and any noise insulation/mitigation as required has been submitted to and approved in writing by the local planning authority. Any required noise insulation/mitigation shall be carried out as approved and retained as such.

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

## Noise insulation/Reduction scheme

16. Prior to commencement of any superstructure works, a noise insulation scheme or details of other noise control measures as appropriate for the 'residents events space' and communal rooftop terraces in order to minimise the level of noise emanating from use of the said space(s) shall be submitted in writing for approval by the Local Planning Authority (LPA). The noise insulation scheme shall have regard to (but not exhaustively) the following:

- Nature / type of uses and events to be held and representative noise levels;



- Sound system setup with in-house fixed sound system incorporating noise limiting control / limiter devices to control volume to a level set to the satisfaction of the Local Planning Authority;
- Noise egress, airborne, structural, impact and flanking sound via building structural elements.
- Building fabric, glazing, openings, doors, balustrades and ventilation systems acoustic performance;
- Provision of an adequate alternative ventilation to ensure external doors and windows remain closed when the event space is in use.
- Premises entrances / exits and any associated external spaces and patron noise / patron noise management.

The noise insulation / mitigation scheme as approved shall be fully constructed and implemented before the use hereby permitted is commenced and shall be retained thereafter.

Reason: To protect the amenity / quality of properties from noise in accordance with the requirements of the National Planning Policy Framework (NPPF, 2019) paragraphs 170 e) and 180 a) and Cambridge Local Plan 2018 policy 35 - Protection of human health and quality of life from noise and vibration.

#### Residents Events Space - Noise Insulation Scheme Post Completion Assessment

17. Prior to commencement of use of the residents events space a post construction / installation completion, commissioning and testing report demonstrating full compliance with the noise insulation / attenuation scheme approved under condition (XXX INSERT number) 'Noise Insulation / Reduction Scheme', including the specification, design, installation and setting of any noise limiter control device to a volume / level to the satisfaction of the LPA, shall be submitted to and approved in writing by the Local Planning Authority (LPA). The noise insulation / attenuation scheme including the noise limiter as installed / completed shall be maintained and retained thereafter.

Reason: To protect the amenity / quality of properties from noise in accordance with the requirements of the National Planning Policy Framework (NPPF, 2019) paragraphs 170 e) and 180 a) and Cambridge Local Plan 2018 policy 35 - Protection of human health and quality of life from noise and vibration.

#### Residents Event Space - Hours of Use

18. The events space (including the adjoining external terrace) hereby approved shall not be used / made available for use outside the hours of 08:00 – 22:00 Monday to Saturday and 09:00 to 20:00 on Sundays.

Reason: To protect the amenity / quality of properties from noise in accordance with the requirements of the National Planning Policy Framework (NPPF, 2019) paragraphs 170 e) and 180 a) and Cambridge Local Plan 2018 policy 35 - Protection of human health and quality of life from noise and vibration.

#### Residents Events Space – External Doors and Windows

19. All external windows and doors to the event space shall be kept closed during entertainment or the playing of music except for general ingress and egress via the main entrance doors or in the case of an emergency.

Reason: To protect the amenity / quality of properties from noise in accordance with the requirements of the National Planning Policy Framework (NPPF, 2019) paragraphs 170 e) and 180 a) and Cambridge Local Plan 2018 policy 35 - Protection of human health and quality of life from noise and vibration.

#### Residents Event Space - Third Party Amplification

20. All musical and sound generation equipment used within the event space shall be connected to and played and channelled through an in-house limited amplification / fixed sound system. The use of any external third-party independent amplification / sound systems is strictly prohibited.

Reason: To protect the amenity / quality of properties from noise in accordance with the requirements of the National Planning Policy Framework (NPPF, 2019) paragraphs 170 e) and 180 a) and Cambridge Local Plan 2018 policy 35 - Protection of human health and quality of life from noise and vibration.

#### Residents Event Space - Acoustic Musical Equipment

21. The use of unamplified / acoustic musical equipment and independent amplification / sound systems that are not connected to and fully played and channelled through / controlled by the in-house limited amplification / fixed sound system is prohibited or not permitted within the event space.

Reason: To protect the amenity / quality of properties from noise in accordance with the requirements of the National Planning Policy Framework (NPPF, 2019) paragraphs 170 e) and 180 a) and Cambridge Local Plan 2018 policy 35 - Protection of human health and quality of life from noise and vibration.

#### Rooftop Terraces: Music and Voice

22. Amplified and unamplified music / amplified voice is prohibited in the rooftop terraces at all times.

Reason: To protect the amenity / quality of properties from noise in accordance with the requirements of the National Planning Policy Framework (NPPF, 2019) paragraphs 170 e) and 180 a) and Cambridge Local Plan 2018 policy 35 - Protection of human health and quality of life from noise and vibration.

#### Café and Microbrewery - hours of Opening / Use

23. The café and microbrewery uses hereby approved shall not be open to customers outside the hours of 07.00 to 23.00 daily. Where provided, any external seating / drinking areas serving those uses shall be vacated by 22.00 hrs daily.

Reason: To protect the amenity / quality of properties from noise in accordance with the requirements of the National Planning Policy Framework (NPPF, 2019) paragraphs 170 e) and 180 a) and Cambridge Local Plan 2018 policy 35 - Protection of human health and quality of life from noise and vibration.

#### Microbrewery: Music and Voice

24. Amplified and unamplified music / amplified voice is prohibited in the microbrewery at all times.

Reason: To protect the amenity / quality of properties from noise in accordance with the requirements of the National Planning Policy Framework (NPPF, 2019) paragraphs 170 e) and 180 a) and Cambridge Local Plan 2018 policy 35 - Protection of human health and quality of life from noise and vibration.

#### Commercial Space Collections and Deliveries – Time Restrictions

25. All service collections / dispatches from and deliveries to the approved development including refuse / recycling collections during the operational phase shall only be permitted between the hours of 0700 to 2100 hrs.

Reason: To protect the amenity / quality of properties from noise in accordance with the requirements of the National Planning Policy Framework (NPPF, 2019) paragraphs 170 e) and 180 a) and Cambridge Local Plan 2018 policy 35 - Protection of human health and quality of life from noise and vibration.

#### Use of Commercial Waste Receptacles

26. No bottles or other commercial refuse / waste or recycling material shall be emptied into external receptacles (including those located in any refuse store), taken out or moved around the external area of the site, between the hours of 21.00 and 07.00.

Reason: To protect the amenity / quality of properties from noise in accordance with the requirements of the National Planning Policy Framework (NPPF, 2019) paragraphs 170 e) and 180 a) and Cambridge Local Plan 2018 policy 35 - Protection of human health and quality of life from noise and vibration.

#### Gym – External Windows

27. When the gym as approved is in use, all external windows to the gym shall be kept closed at all times.

Reason: To protect the amenity / quality of properties from noise in accordance with the requirements of the National Planning Policy Framework (NPPF, 2019) paragraphs 170 e) and 180 a) and Cambridge Local Plan 2018 policy 35 - Protection of human health and quality of life from noise and vibration.

#### Air Quality Assessment Compliance Condition

28. The Mitigation package as stated in Section 7.2 of the 'Air Quality Assessment' (Ref:65202884-SWE-ZZ-XX-RP-0001-CO2) produced by Sweco and dated 29th July 2021 shall be fully implemented, maintained and not altered.

Reason: To reduce the impact of development on local air quality (Cambridge Local Plan 2018 Policy 36 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

## Electric Vehicle Charge Point Strategy

29. No development, other than demolition and site clearance, shall commence until a site wide Electric Vehicle Charging Point Provision and Infrastructure Strategy for residential and non-residential parking, including an implementation plan shall be submitted to and approved in writing by the Local Planning Authority. The Strategy shall include the following:

- Minimum 50% provision of dedicated slow electric vehicle charge points with a minimum power rating output of 7kW for all car parking spaces
- At least one rapid electric vehicle charge point, or at least one fast electric vehicle charge point for should a rapid charge point not be technically feasible.
- Confirmation that the rapid and/or fast electric vehicle charge point parking space shall be exclusively reserved for electric vehicle charging
- 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
- An implementation plan for each of the above measures.

The development shall be carried out in accordance with the approved Strategy and retained as such.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality (Cambridge Local Plan 2018 policies 36 and 82 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

## Artificial Lighting

30. No external lighting shall be provided or installed until an artificial lighting impact assessment and mitigation scheme as required has been submitted to and approved in writing by the local planning authority. The assessment shall include the following:

- (i) the method of lighting (including luminaire type / profiles, mounting location / height, aiming angles / orientation, angle of glare, operational controls, horizontal / vertical isolux contour light levels and calculated glare levels to both on and off site receptors)

- (ii) the extent/levels of illumination over the site and on adjacent land and predicted lighting levels at the nearest light sensitive receptors

All artificial lighting must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the 'Institute of Lighting Professionals - Guidance Notices for the Reduction of Obtrusive Light – GN01/20 (or as superseded)'.

The scheme shall be carried out as approved and shall be retained as such.

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

## **Heritage**

### Archaeology WSI

31. No development shall take place until the applicant has secured the implementation of a programme of archaeological work for the entirety of the application site, in accordance with a Written Scheme of Investigation (WSI). The WSI will include the following components, the implementation of which will trigger the phased discharging of the condition:

1) Approval of the Written Scheme of Investigation that should include: (a) the statement of significance and research objectives; (b) the programme and methodology of site investigation and post-excavation assessment and archiving; (c) the nomination of a competent person or organisation to undertake the agreed works.

2) Fieldwork in accordance with the agreed Written Scheme of Investigation to include an appropriate outreach element.

3) Completion of a Post-Excavation Assessment report (PXA) and delivery of an approved Updated Project Design (UPD): to be submitted within six months of the completion of fieldwork, unless otherwise agreed in advance with the Local Planning Authority.

4) Completion of an archive report within 18 months of approval of the UPD unless otherwise agreed in advance with the Local Planning Authority; the preparation of the archaeological archive for deposition at the Cambridgeshire Archive facility, or another appropriate store approved by the Local Planning Authority. 5) Provision to be secured for the publication of the results to

achieve the preservation by record of the heritage assets affected by development.

Reason: To ensure the implementation of an appropriate archaeological investigation, recording, reporting and publication, and the protection and preservation of archaeological features of significance, in accordance with Local Plan policies and the NPPF 2018

## **Design**

32. No development shall take place above ground level, other than demolition, 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 and Buildings of Local Interest. (Cambridge Local Plan 2018 policies 55, 57 and policies 61 and 62).

33. No development shall take place above ground level on the Apart Hotel, other than demolition, until details of the following have been submitted:

- Large scale drawings of external sills and lintels over new openings, parapet copings and door surrounds
- Means of rendering opaque or translucent glazing
- Full details of the screening system for the plant equipment on the roof.

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 and Buildings of Local Interest. (Cambridge Local Plan 2018 policies 55, 57 and policies 61 and 62).

34. No brick or stonework above ground level shall commence until a sample panel has been prepared on site detailing the bond, mortar mix, design and pointing technique. The details shall be submitted to and approved in writing to the Local Planning Authority. The approved sample panel is to be retained on site for the duration of the works for comparative purposes, and works will take place only in accordance with approved details.

Reason - To avoid harm to the special interest of the Building of Local Interest. (Cambridge Local Plan 2018, policies 61 and 62).

35. No development shall take place above ground level on the Mews Buildings (C, D and E) until scaled plans have been submitted in accordance with the

principles set out in the 'Post Submission Responses' document (January 2022), regarding the provision of fixed panels and privacy screens on the eastern elevation of these buildings. The details shall also include planting areas on the roof of these buildings. The details shall be submitted to and approved in writing to the Local Planning Authority. The development shall be carried out in accordance with the approved details and maintained as such thereafter.

## **Sustainability**

### BREEAM Design Stage Certification

36. Within 6 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 a minimum of 3 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. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

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

### BREEAM Post Construction Certification

37. Prior to the use or occupation of the development hereby approved, or within six months of occupation, a BRE issued post Construction Certificate shall be submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

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

### Implementation of energy and sustainability strategy:



38. The development, hereby permitted, shall not be used or occupied until the approved energy and wider sustainability strategy as set out in the Sustainability Statement, Former NIAB site, July 2021 (Expedition, Issue 02) has been fully implemented. Any associated renewable and/or low carbon technologies shall thereafter be retained and remain fully operational in accordance with a maintenance programme, which shall be submitted to and approved in writing by the local planning authority, alongside location plans showing the location of the proposed air source heat pumps and layout of the photovoltaic panels, before the development is first occupied.

Where grid capacity issues subsequently arise, written evidence from the District Network Operator confirming the detail of grid capacity and a revised approach to meeting at least a 19% reduction in carbon emissions shall be submitted to and approved in writing by the local planning authority. The approved revised approach shall be implemented and thereafter maintained in accordance with the approved details.

Reason: In the interests of reducing carbon dioxide emissions (Cambridge Local Plan 2018, Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

#### Updated Overheating Analysis

39. Prior to occupation, updated overheating analysis using the CIBSE TM59 analysis for those units previously failed Criteria B for night time temperatures will be undertaken, to ensure that they are not at risk of overheating. In order to design out the risk of overheating, the cooling hierarchy should be employed, prioritising architectural responses to minimise risk before considering mechanical ventilation. The analysis shall be submitted to and approved by the local planning authority with any measures to prevent overheating implemented in full prior to occupation.

Reason: To ensure that the development is able to accommodate the impacts of climate change (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

#### Water efficiency

40. Water efficiency standards for the scheme shall be carried out in accordance with the water efficiency specification set out in the Sustainability Statement, Former NIAB Site, July 2021 (Expedition, Issue 02), which sets out the measures to be implemented to achieve no more than 100 litres/person/day. The development shall only be used or occupied in accordance with the agreed details, and any amendments to the specification

shall first be submitted to and approved in writing by the local planning authority.

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

## **Ecology**

### Landscape and Ecological Management Plan

41. No development shall commence until a Landscape and Ecological Management Plan (LEMP) has been submitted to, and approved in writing by, the local planning authority. The LEMP shall include the following:

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

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

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

### Nest Boxes

42. No development above ground level shall commence until a scheme for the provision of [INSERT] nest boxes has been submitted to and approved in

writing by the Local Planning Authority. The scheme shall include details of box numbers, specification and their location. No dwelling shall be occupied until nest boxes have been provided for that property in accordance with the approved scheme.

Reason: To conserve and enhance ecological interests. (Cambridge Local Plan 2018 policy 57).

## **Landscaping**

### Hard and soft landscaping

43. No development above ground level, other than demolition, shall commence until details of a hard and soft landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. These details shall include:

- a) proposed finished levels or contours; car parking layouts, relationship between below ground features and ground level, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. Street furniture, artwork, play equipment, refuse or other storage units, signs, lighting, CCTV installations and water features); proposed (these need to be coordinated with the landscape plans prior to being installed) and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant;
- b) Planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme;  
If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place as soon as is reasonably practicable, unless the Local Planning Authority gives its written consent to any variation.
- c) Boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected.
- d) A landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas.

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

## Green Roof

44. No construction of the biodiverse (green) roof(s) shall commence until the following details have been submitted to and approved in writing by the Local Planning Authority.

- a) The means of access for maintenance
- b) Plans and sections showing the make-up of the sub-base to be used which may vary in depth from between 80-150mm
- c) Planting/seeding with an agreed mix of species (the seed mix shall be focused on wildflower planting indigenous to the local area and shall contain no more than a maximum of 25% sedum)
- d) Where solar panels are proposed, biosolar roofs should be incorporated under and in-between the panels. An array layout will be required incorporating a minimum of 0.75m between rows of panels for access and to ensure establishment of vegetation
- e) A management/maintenance plan for the roof(s)

The roof(s) shall be constructed and laid out in accordance with the approved details and planting/seeding shall be carried out within the first planting season following the practical completion of the roof. The roof(s) shall be maintained as such in accordance with the approved management/maintenance plan.

The roof(s) shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance/repair or escape in case of emergency.

Reason: To help mitigate and respond to climate change and to enhance ecological interests. (Cambridge Local Plan 2018 policies 28 and 57).

## **Public Art**

45. No development above ground level, other than demolition, (or in accordance with a timetable agreed in writing by the Local Planning Authority), shall commence until a Public Art Delivery Plan (PADP) based on the submitted strategy XXXX 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)).

## **Drainage**

### Surface Water

46. No laying of services, creation of hard surfaces or erection of a building shall commence until a detailed design of the surface water drainage of the site has been submitted to and approved in writing by the Local Planning Authority. Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan. The scheme shall be based upon the principles within the agreed Former NIAB Site, Huntingdon Road, Cambridge – Surface Water Drainage Strategy-01 dated October 2021 and prepared by Expedition and shall also include:

- a) Full results of the proposed drainage system modelling for the 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;
- b) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it);
- c) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections);

- d) Site Investigation and test results to confirm infiltration rates;
- e) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
- f) Demonstration that the surface water drainage of the site is in accordance with DEFRA non- statutory technical standards for sustainable drainage systems;
- g) Full details of the maintenance/adoption of the surface water drainage system;
- h) Formal agreement from a third party if discharging into their system is proposed, including confirmation that sufficient capacity is available.

The scheme shall subsequently be implemented in accordance with the approved details prior to the occupation of any part of the development or in accordance with the implementation programme agreed in writing with the Local Planning Authority.

Reason: To ensure appropriate surface water drainage and to prevent the increased risk of flooding. (Cambridge Local Plan 2018 policies 31 and 32).

#### Drainage construction phase

47. No development, including preparatory works, shall commence 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. This should include the maintenance proposals during construction. The approved measures and systems shall be brought into operation before any works to create buildings or hard surfaces commence.

Reason: To ensure that the proposed development can be adequately drained during the construction phase and to ensure that there is no increased flood risk on or off site resulting from the construction

#### Foul drainage

48. No development above ground level shall commence until a scheme for the provision and implementation of foul water drainage has been submitted to

and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details prior to the occupation of any part of the development or in accordance with an implementation programme agreed in writing with the Local Planning Authority.

Reason: To reduce the risk of pollution to the water environment and to ensure a satisfactory method of foul water drainage (Cambridge Local Plan 2018, policies 32 and 33).

#### Surface Water Drainage Verification

49. Upon completion of the surface water drainage system, including any attenuation ponds and swales, and prior to their adoption by a statutory undertaker or management company; a survey and report from an independent surveyor shall be submitted to and approved in writing by the Local Planning Authority.

The survey and report shall be carried out by an appropriately qualified Chartered Surveyor or Chartered Engineer and demonstrate that the surface water drainage system has been constructed in accordance with the details approved under planning permission. Where necessary, details of corrective works to be carried out along with a timetable for their completion, shall be included for approval in writing by the Local Planning Authority. Any corrective works required shall be carried out in accordance with the approved timetable and subsequently re-surveyed by an independent surveyor, with their findings submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the effective operation of the surface water drainage scheme following construction of the development.

#### **Waste**

50. Site Waste Management Plan

#### **Trees**

51. Tree Protection

- 52.

## **Informatives**

1. In accordance with S106 dated xxx
2. Highways informative for Traffic Management Plan





# Cambridgeshire Quality Panel

Former NIAB headquarters building

Thursday 29<sup>th</sup> October 2020

Microsoft Teams Meeting

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 [Cambridgeshire Quality Panel](#) provides independent, expert advice to developers and local planning authorities against the four core principles of the Charter: connectivity, character, climate, and community.

## Scheme Description

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**Architect/Designer:** JTP Architects

**Applicant:** Vertex Living

**Planning status:** Pre planning application stage

**Issue date:** 4<sup>th</sup> November 2020

## Declarations of Interest

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Panel members are required to declare any interests they may have in relation to the development before the Panel and any such interests are recorded here.

None.

## Previous Panel Reviews

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None

## Development Overview

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The current proposal is for:

- Residential conversion of frontage Building of Local Interest (BLI) under prior approval (68 flats).
- Demolition of 1960s extension and other buildings at rear.
- Mixed use development of apart-hotel (194 units) and build to rent residential dwellings (290 units including affordable housing provision), a microbrewery (190 sqm), health & fitness suite (400 sqm), gym (130 sqm), cycle workshop café (120 sqm), co-working space (325 sqm) and resident event space (115 sqm).
- Basement car parking, cycle parking, servicing, open space and landscaping.

## Cambridgeshire Quality Panel views

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The Panel had been issued with background reference information from the applicant and local planning authority ahead of the review session. This information is listed at Appendix A.

Proposals will be submitted as a full planning application although the presentation showed the masterplan as illustrative, which should be amended.

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

### **Community – *“places where people live out of choice and not necessity, creating healthy communities with a good quality of life***

The Panel raised questions on affordable housing, discounted rent and how service charges will affect the affordability of the scheme, to ensure the development will meet the needs of the Cambridge population.

In discussing the relationship between the proposed development, neighbouring and planned communities, the Panel asked how the main arrival point will be integrated with the surrounding context, and how the development will become a stepping stone between Darwin Green and Eddington. Questions were raised about the mixed-use centre being hidden behind the NIAB building and it was recommended the applicant explore how people are welcomed into the scheme and engage with the east-west route. While it is important to ensure residents feel secure, especially with the interaction between children playing outside and people passing through, the public realm feels private.

Different modes of arrival were discussed by the Panel and how that pattern will change over time; will the site be car oriented, or will most residents be likely to walk, cycle or use public transport. The Panel were keen to understand how the service yard will work for deliveries. Based on previous experience, the applicant advised that deliveries will be dealt with quickly as it is very much part of their thinking around delivering a successful community; this approach would be extended to community related transport measures, such as a car club/pool.

The aim is for high quality provision for this site to be successful and it should be exemplary so that residents want to stay long term. The Panel questioned apartment ceiling heights as a good sense of space is important in this type of development.

The Panel explored the different use types and where they are located both within the development and in relation to Huntingdon Road. Where is the 'front door' and are the public services in the east–west route enough to generate the footfall expected. Would the NIAB building have been a better option as the public facing use. The applicant responded that several options had been explored, but the NIAB building has many constraints, such as small windows and hedges that don't provide inward views. The mixed uses are currently located is the next best place and they expect to see enough passing through trade along with demand from the build to rent market for the microbrewery and café to be viable.

**Character – “*Places with distinctive neighbourhoods and where people create 'pride of place'*”**

The Panel noted there will be contrasting elevations between the “urban” Lawrence Weaver Road frontage and the “arcadian” frontage to Howes Place and asked if this contrast has been considered sufficiently.

In the absence of a history of the scheme's development, the Panel suggested an alternative strategy for the build to rent buildings with two U-shape courts instead of four bars? This arrangement could provide an over-all better sense of place. Currently, the spaces between the four bar blocks feel more like 'gaps' rather than places. Later they suggested a colonnade could link the bars along the urban side and if covered would provide protection in adverse weather, in a Cambridge way.

The Panel recognised the cost of providing an underground car park but felt the car park with its ramps didn't feel welcoming. Questions were raised about what other uses the underground car park could have in the future if car usage is reduced.

The relationship between outdoor and indoor spaces needs to be interrogated further. For example, consideration should be given to the quality of internal corridors and staircases where people meet. Features, such as balconies, would provide personal, outdoor space and integrated planters can green and soften them.

The Panel suggested that the 5 metre drop across the site was an opportunity to celebrate the passage of rainwater; for example water trickling through the scheme could develop character and distinctiveness.

The mews is very tight but appears to work well, although the Panel wondered if a visitor would read the reflected square across Howes Place due of the rows of pleached trees.

The Panel noted the high density of the development and the resulting pressure this will place on the open space which was felt to be below local authority requirements so will need to be of exceptional quality. The Panel suggested using the flat roofs so the residents could enjoy vistas right over Cambridge; cover and shelter could be provided by designing a conservatory recalling NIAB's research greenhouses.

The Panel questioned the appropriateness of the landscape as portrayed. The landscape is a fabric and the planting needs to respond to climate change bringing drier summer soil conditions, wetter winter soils, dry winds and a changing microclimate. Some of the drawings show informal meadow landscapes but, given the intensity of use, the landscape needs to be robust.

The Panel would have liked to see more reference to the importance of NIAB's history with food production research over many years. There is an opportunity to provide a continuous productive landscape which could help establish relationships across the community and encourage residents to talk to each other.

Vegetation has an important role in cooling spaces, especially high-density spaces but at the moment the buildings look architecturally dominant and rather hard and stark. This could be softened through planting. The quality of place is centred on the box-head lime trees along Howes Place and opportunities to take some of that language through the site should be explored.

In terms of biodiversity connectivity, the Panel would have liked more information on what is being targeted for habitats and the linkages between them and their different layers. Landscape is three-dimensional but this hasn't been yet been fully developed.

The Panel was not clear how the SuDS will work across the site, as the swale at the top of the site doesn't seem to connect with any other areas. There appears to be an

assumption that the courtyards will hold some water, but the Panel queried what happens with intense rain and whether rain garden could help.

The Panel were concerned about health and wellbeing with single aspect flats facing north looking onto external spaces with perhaps only 1 hour of sunlight; this would not create places where people want to be and could be a depressing environment to be in.

The Panel queried the embodied carbon and offered ideas on carbon sequestration particularity through mineralisation with crushed concrete which is easy to do.

**Connectivity – “*places that are well-connected enable easy access for all to jobs and services using sustainable modes*”**

The use of the underground car park for health & fitness, storage and other uses in the future if the car ownership reduces drastically in the future were supported. The layout of the car park and in particular the ramps were questioned to see if this impact could be reduced. Similar developments across Europe often have tighter, steeper ramps that work well. Some of the car park spaces seemed quite a distance away from the exits.

The Panel asked how visitor parking will work if there are any. Suggestions about operating a car-pool/club were raised, which the applicant confirmed is part of their plans.

The Panel were concerned about the provision of cycle parking in the car park as underground parking can be perceived as unsafe. Is there a danger of residents bringing their bikes into their apartments causing conflict with other residents? Bike ramps don't work well if they have steep gradients.

The Panel suggested car lifts would remove the need for ramps and be designed to be attractive features, albeit they can be expensive and require on-going servicing.

The Panel questioned if the in and out loop for servicing was necessary as the expected volume of traffic on the site is low. How will grocery vehicles access the site? How will mews access be managed with the bollards on a practical level? It is important to consider day to day functionality of these movements.

The Panel suggested a one-way loop so the refuse trucks do not have to reverse back in the same direction.

Assuming Lawrence Weaver Road has buses where would be the best place for a bus stop?

**Climate – “Places that anticipate climate change in ways that enhance the desirability of development and minimise environmental impact”**

The Panel questioned the comfort, climate and energy strategy and suggested that the energy scheme did not look as advanced as the architecture, which will need to change.

It was noted that the air circulation modelling report is still at an early stage but some of the assumptions about the amount of free air and natural ventilation indicate that there may not be enough opening window. The design of the ground floor windows should not compromise any safety or security concerns.

The Panel noted that only two apartments had been studied for overheating and a larger sample should be assessed. Concerns were voiced about overheating of the single aspect flats with limited possibility of cross ventilation and the floor to ceiling windows, which do not help with daylight distribution. This review will need to be carried out before the submission of the planning application. The Panel referred to the 17<sup>th</sup> century Dutch painter Vermeer’s placing of windows next to the cross wall to increase the light distribution.

In relation to the energy strategy, it would be useful to have a review of all the electric heating pump options including ground source heat pumps, consideration given to the location of heat-exchange units and whether these are going to be on the roof. Noise and vibration need be assessed prior to the submission of any planning application. Location of all of the equipment is crucial as there is going to be a lot of competition on the roof for solar PVs, planting, social activities and building services equipment.

The Panel supported that the all- electric energy system and a fabric first approach but the airtightness target could be improved from 3m<sup>3</sup>/m<sup>2</sup>/pa to 2 or even 1 which would result in a reduction in energy bills and better quality of build.

The Panel stressed the importance of the procurement method to ensure the right performance. The applicant explained that this is a project that will be built, operated and managed by Vertex.

## **Panel Conclusions and Recommendations**

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The Panel considered this is a thought-provoking scheme and were generally supportive of the emerging designs. The quality of the presentation was good, but further work is necessary, especially in relation to the environmental aspects of the scheme and the consequential impact this will have on the elevations.

In summary, the main recommendations of the Panel were:

- 1) More detail needed on the affordable element and service charges.
- 2) Where is the heart of scheme? Does the east-west route work as a space for the community and will residents feel secure?
- 3) There is a need for sheltered outdoor places.
- 4) NIAB building could be more public facing, but the scheme needs to explore the arrival routes at different times of the day and year and the working of the central space with the gym and microbrewery.
- 5) The underground car park, nature of the ramp and possible lifts need further consideration. Post meeting, the Panel wondered about the impact of the underground car park ventilation.
- 6) Visitor parking is always an issue in terms of availability and location.
- 7) Consider the challenges around underground cycle parking.
- 8) Review the “In and out” loop.
- 9) Does the architecture articulate the difference between the urban and the arcadian frontages?
- 10) Possibility of open C or U shapes instead of bars. Trying to emulate the quality of Eddington with its courts is a big challenge.
- 11) The idea of a colonnade could be considered.
- 12) Design of staircases to enhance social interactions should be explored.
- 13) Potential of balconies for personalisation and possible planting scheme.
- 14) Given the low level of outdoor space, this should be of high quality and maximise the use of the roof by considering a conservatory.



- 15) What is the fabric and capacity of the landscape?
- 16) Consider food and productive landscapes.
- 17) Wind effect needs to be considered and how this influences the design for doors and entrances.
- 18) Develop a plan to catch and retain water where it lands.
- 19) Biodiversity connectivity and targets, carbon sequestration through mineralisation and testing of the environmental design particularly in relation to mitigating the risk of overheating and daylighting could be developed.
- 20) Consider the importance of security at the ground floor windows.
- 21) Consider location of heat pumps to avoid noise.

## References

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n/a

## Next Steps

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The Panel would welcome the opportunity for ongoing engagement with the developer and design team as proposals for this site progress.

## Attendees

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Chair: Robin Nicholson

Panel Members: Amy Burbidge

Ashley Bateson

Luke Engleback

David Prichard

Phil Jones

Panel Support: Judit Carballo and Stuart Clarke

Local Authority: Charlotte Burton, Greater Cambridge Shared Planning  
Jonathan Hurst, Greater Cambridge Shared Planning  
Emma Davies, Greater Cambridge Shared Planning  
Bana Elzein, Greater Cambridge Shared Planning

Applicant Team: Eric Holding – JTP architects  
Emmet O'Sullivan- JTP architects  
Alec Borrill- JTP architects  
Paul Harney – Paul Harney Associates  
Zac Bishop-Peck – Vertex Living  
Alex Duchesne – Vertex Living  
Colin Brown – Carter Jonas  
Hannah Murton- Landscape, planitLE  
Judith Sykes – Expedition UK

## **Appendix A – Background Information List and Plan**

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- Main presentation
- Local authority background note
- Applicant background note

Documents may be available on request, subject to restrictions/confidentiality.

## Masterplan



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# Cambridgeshire Quality Panel

Former NIAB headquarters building

Thursday 17<sup>th</sup> December 2020

Microsoft Teams Meeting

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 [Cambridgeshire Quality Panel](#) provides independent, expert advice to developers and local planning authorities against the four core principles of the Charter: connectivity, character, climate, and community.

## Scheme Description

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**Architect/Designer:** JTP Architects

**Applicant:** Vertex Living

**Planning status:** Pre planning application stage

**Issue date:** 6<sup>th</sup> January 2021

## Declarations of Interest

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David Prichard declared that has worked with Hannah Murton

## Previous Panel Reviews

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The Panel previously reviewed the scheme on 29<sup>th</sup> October 2020.

## Development Overview

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The current proposal is for:

- Residential conversion of frontage Building of Local Interest (BLI) under prior approval (68 units).
- Demolition of 1960s extension and other buildings at rear.
- Mixed use development of apart-hotel (194 units) and build to rent residential dwellings (290 units including affordable housing provision), a microbrewery (190 sqm), health & fitness suite (400 sqm), gym (130 sqm), cycle workshop café (120 sqm), co-working space (325 sqm) and resident event space (115 sqm).
- Basement car parking, cycle parking, servicing provision, open space and landscaping.

## Cambridgeshire Quality Panel views

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The Panel had been issued with background reference information from the applicant and local planning authority ahead of the review session. This information is listed at Appendix A.

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

### **Community – *“places where people live out of choice and not necessity, creating healthy communities with a good quality of life***

The Panel welcomed the progress made since they had last reviewed the scheme two months before and in particular noted the attention given to building community capacity. The level of detail was noted. The Panel welcomed the provision of outdoor furniture including picnic tables and benches and the roof garden designs, which will be ideal for encouraging residents to mix and establish new relationships. The idea of potting tables was praised too.

As this will be a high density scheme, it is important to maintain focus on the quality of the public spaces. Additionally, consideration should be given to how the design of space influences people's behaviour amongst the different users such as residents or visitors and other heavy management required. The Panel questioned how this will be managed when, for example, delivery vans park outside someone's window and cause potential nuisance. Also, how is the arrival experience into and through the site managed, especially when it is people's first visit and they are not sure where to go? How obvious is way-finding on the site?

The applicant responded that this will be the first larger scale Build To Rent (BTR) project in Cambridge and acknowledged that good management is key to its success. There will be a significant number of staff employed on site who will manage these issues.

The Panel noted that many of the planned growing areas are relatively small and will therefore not yield much produce, so asked how these will work. The applicant explained that they plan to form a garden club as part of the community development

programme. The residents could manage these areas in the overall context of the site management plan. There will be a promotion event for BTR residents, the aparthotel and local people to enable them to participate.

The Panel considered this could be a fun place to live and liked the innovative design approach of the wetlands.

It was suggested further thinking on some of the movements around the site is needed, given the wide range of users. For example, pushing a double buggy may be challenging in some places, especially at some entrances as they appeared rather tight. They noted that the unprotected slatted bridge should be moved to the edge of the pond.

Overall, the level of detail on functionality needs to be finalised but the scheme was progressing well.

**Connectivity – “*places that are well-connected enable easy access for all to jobs and services using sustainable modes*”**

The Panel questioned whether parking controls form part of the proposals especially on Lawrence Weaver Road or any of the other surrounding areas. The applicant explained that BTR residents are not allowed to park outside the basement car park but the Panel queried how this will be enforced and whether controls should be considered. The Panel highlighted that if there is no direct vehicular access to homes, how will people get heavy or bulky goods to their houses or even regular items like shopping. In some cases they might have to carry items a long way. The applicant explained that any planned or heavy deliveries would be managed by arrangement with the concierge as would nuisance parking.

In relation to the rear blocks, the Panel questioned if people can walk through the communal gardens or are these exclusively for residents? The applicant explained that there is no decision yet and they need to explore this level of detail and access.

Accessibility at the northern section of the site was questioned by the Panel. Could traffic flow work differently and make better use of the available space. The applicant stated they had looked at other options and noted the comments, but existing cycle routes on Lawrence Weaver Road were the constraining factor.



The one way street as currently planned looks tight, albeit with low traffic levels. It was suggested a loop around could be considered with perhaps a rising bollard system that allowed exit only to the north? Alternatively with entry from the north?

The applicant responded that the traffic and parking suggestions made by the Panel had been tested and that there is a highway visibility issue associated with the adoption of an exit road which would be restricted by a building as well as a land ownership issue.

Questions about a travel plan and buddy scheme were raised. The travel plan should encourage behavioural change and would need to be documented and carefully implemented.

The Panel welcomed the additional northwest-southeast pedestrian route.

The Panel noted that the car park layout was diagrammatic and did not reflect the structure of the buildings above; they cautioned about the impact that would have and whether the car park would be economical. The Panel questioned whether the size of the aparthotel cycling parking was too large as users of the aparthotel may only be resident for short periods of time and may not buy in to the local cycling culture.

The applicant explained that car-club spaces will be provided as part of the development and there will be electric charging points in the basement for bikes and cars. The café may offer rental bikes, which may appeal to aparthotel residents.

Visitor car parking spaces are quite a long way from northern blocks.

**Climate – “*Places that anticipate climate change in ways that enhance the desirability of development and minimise environmental impact*”**

The Panel noted that the energy strategy will be based on heatpumps but details of whether it is a communal heat pump or individual heat pumps are still unresolved. The Panel urged the applicant to agree the energy strategy as soon as possible. If a heat network is used, lack of space could be an issue and if a large communal system is used, consideration should be given to a roof location, ideally as close as possible to the plant room. It was queried if the system would connect all the buildings or if the aparthotel would be separate. If buildings are treated differently, how will the aparthotel be cooled, would a reversible or traditional air conditioning system be used?

If there isn't a communal system in place and electric heat pumps are used, where are the heat pumps going to be situated and how will this affect the elevations?

The amount of PVs shown do not appear to achieve 2030 zero carbon policy standards. Consider using local battery storage with the PVs to optimise its use rather than spillage to the grid.

The Panel welcomed the inclusion of a ventilation and heat recovery strategy but questioned if the overheating analysis had demonstrated that there isn't a need to cool any of the units.

The Panel does not support the use of single aspect units so they would need to be carefully designed, especially those at ground floor level, overlooking the internal courtyards. These units may not be achieving sufficient sunlight levels.

The Panel were pleased with the inclusion of overhangs at top floor level, although some of the fascias were deep.

The significant improvement on the handling of rainwater from the previous review especially with attenuation on site was commended.

The Panel had previously noted that the architecture had got ahead of the engineering and noted that this was being addressed.

On reflection during the closed session, the Panel commented on the affordability to residents of the energy strategy for heating and hot water. The proposed strategy is predicated on achieving the u-values (as proposed in the October presentation) and these must not be compromised during tender and construction.

**Character – “*Places with distinctive neighbourhoods and where people create ‘pride of place’*”**

The plans for raingardens and rooftop gardens was welcomed and new elevational changes have improved the scheme. The Panel liked the stepped forms around Lawrence Weaver Road entrances.

The Panel considered the C shape courtyards could have been oriented differently so that the communal gardens were more contained and the overshadowing reduced. As presented, there is not enough contrast between the public and private courtyards.

The Panel noted the high density of the scheme and highlighted the importance of its management and affordability. Additionally, questions about children were raised, for example could the 4-person 3-bedroom homes be located at ground floor level and benefit from direct access to the outdoor space.

The Panel expressed some concern about the back-of-house feel of the main delivery and entry court on the main public road, which still looks unappetising and hard. The retention of the existing 'in-out-access' should be reconsidered and other options explored, as it appears to be the 'tail wagging the dog'. The level of surveillance in this area by the concierge is not likely to be good and should be reviewed.

Questions about how future changes of use for the aparthotel with its long corridors were raised. How might these changes be anticipated without having to make serious upgrades to the building and future adaptations.

The Panel appreciated the progress made on corner treatment of buildings with the provision of recessed balconies being a more solid design approach rather than often awkward or uncared for spaces.

The richness of the glazed brickwork and other materials was enjoyed by the Panel.

This is a very ambitious scheme, so it is very important it stays on budget and does not lose its quality when built. The Panel recommended the retention of the design team throughout.

The Panel welcomed that the landscape has been better integrated into the scheme. However, some questions were raised as a result of the presentation on health, resilience and climate change. Persistent noise is more than an irritation and can affect people's health. Consideration should be given to noise coming from plant and hard surfaces, especially in a high-density scheme like this with hard surfaces; vertical vegetation could help mitigate noise and vibrations while helping with heat gain and climate change.

The play areas in residential courtyards may be too close to residents' windows, so there needs to be a careful balance between close provision to homes and managing the potential nuisance.

The Panel considered that more information about tree species would have been useful and should be given further thought.

Concerns about the mechanical ventilation of the underground car park were raised as the Panel were unsure if it was emitting at street level which could lead to localised poor air quality.

The Panel were supportive of the sophisticated water management approach. They suggested there could be more surface rills, some of which could incorporate deeper channels to deal with increasing heavy rainfall events. Rainwater can be recirculated.

The water features and their wetland ecology won't work well in shade and need some sunlight and perhaps a more considered edge treatment to work better. There is a need for a bigger body of water to keep it cool. The raingarden planters need to be deeper.

Consider different types of substrate in the living green roofs which would benefit from greater biodiversity and hold more water.

## **Panel Conclusions and Recommendations**

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Generally, the Panel was impressed with the ambition of the scheme and the quality of the applicant team, while noting that its density means the quality must be retained when built and requires heavy management. There had been real progress since the last review in October.

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

1. Great sense of community but consideration should be given to people's behaviour and how this would be managed, particularly for first time visitors and residents that don't know their way around the site.
2. Consider the spaces around ground floor balconies out into the landscape.
3. Evolve the travel plan and recognise behaviour is changing and that will need to be documented and implemented.

4. Design of the car park. Some anxiety about the lack of structure as planned in relation to the layout and cost and the impact of mechanical ventilation
5. Concerns about distances for grocery and goods deliveries and how that would be managed.
6. Suggestions about a loop road instead of the turning head for vans and the possibility of access from the north.
7. Keep working on the vehicle access court design.
8. Develop the basement carpark layout with the building structure
9. Is there too much cycle parking provided for the aparthotel?
10. Concerns about the location of heat pumps whether individual or shared.
11. Need to address longer term climate ambition and how to make best use of PV-generated energy.
12. Concerns about the number of north facing flats and the need to measure daylight.
13. Consider reversing the courtyards and linking blocks to reduce overshadowing. Roof gardens and colonnade should work well.
14. Consider the impact of noise from heat pumps.
15. More details on tree species would need to be provided.
16. Keep the design team in place through construction.

## References

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n/a

## Next Steps

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The Panel would welcome the opportunity for ongoing engagement with the developer and design team as proposals for this site progress.

## Attendees

---

Chair: Robin Nicholson

Panel Members: Amy Burbidge  
Kirk Archibald  
Luke Engleback  
David Prichard  
Phil Jones

Panel Support: Judit Carballo and Stuart Clarke

Local Authority: Charlotte Burton, Greater Cambridge Shared Planning  
Jonathan Hurst, Greater Cambridge Shared Planning  
Sarah Chubb, Greater Cambridge Shared Planning  
Bana Elzein, Greater Cambridge Shared Planning

Applicant Team: Eric Holding – JTP architects  
Emmet O'Sullivan- JTP architects  
Alec Borrill- JTP architects  
Colin Brown – Carter Jonas  
Hannah Murton- Landscape, planitIE  
Judith Sykes – Expedition UK

## Appendix A – Background Information List and Plan

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- Main presentation
- Local authority background note

Documents may be available on request, subject to restrictions/confidentiality.

### Masterplan



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**JOINT DEVELOPMENT CONTROL COMMITTEE - DEVELOPMENT  
CONTROL FORUM**  
4 November 2021  
1.00 - 3.00 pm

**Present**

**Planning Committee Members:** D. Baigent, Page-Croft, Porrer, Smart, Thornburrow, Bradnam, Daunton, Hawkins and Hunt

Ward Councillors:

Sarah Baigent

Simon Smith

**Officers:**

Assistant Director Delivery, Cambridge City and South Cambridgeshire District Councils: Sharon Brown

Principal Planner: Rebecca Ward

Committee Manager: Sarah Steed

**For Applicant:**

Colin Brown (Carter Jonas)

Eric Holding (JTP Architects)

Laurie Handcock (Iceni Projects)

**For Petitioners:**

Resident of Howes Place

<b>FOR THE INFORMATION OF THE COUNCIL</b>
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**21/1/JDCCDCF Introduction by Chair to the Forum**

The Chair outlined the role and purpose of the Development Control Forum. They stated no decisions would be taken at the meeting.

**21/2/JDCCDCF Apologies**

Apologies were received from SCD Councilors Chamberlain and Cone and City Ward Councillor Payne.

**21/3/JDCCDCF Declarations of Interest**

Member	Item	Interest
Councillor Baigent	21/4/JDCCDCF	Personal: Member of Cambridge Cycling Campaign.
Councillor Hunt	21/4/JDCCDCF	Personal: Member of CAMRA but not an active member.
Councillor S.Smith	21/4/JDCCDCF	Personal: Would speak as a Ward Councillor and would not speak / take part as a member of the JDCC.

## 21/4/JDCCDCF Application and Petition Details

Application ref: 21/03609/FUL

Site Address: National Institute Of Agricultural Botany Huntingdon Road  
Cambridge Cambridgeshire CB3 0LE

Description: Retention of the former NIAB Headquarters building, the demolition of all other buildings and structures, and the erection of buildings with basements for 291 Build to Rent units (Use Class C3) including affordable housing and a 202 bed Apart-Hotel (Sui Generis) and associated facilities along with access, car and cycle parking, landscaping and infrastructure works.

Agent: Peter Mckeown

Address: One Station Square Cambridge CB1 2GA

Lead Petitioner: Resident of Howes Place

Case Officer: Rebecca Ward

Text of Petition:

The grounds for asking for a Forum on this application are as follows:

- HARM to the context of the local heritage asset of Howes Place and the amenity of existing residents through the overbearing massing and height of the proposed development and location of a micro-brewery and bar alongside local the heritage asset.
- HARM to specific elements of the built and landscape heritage assets. This harm would arise from proposals for the selective demolition of two

houses at Nos. 14 and 15 Howes Place and felling of at least ten (10) pleached limes trees which are protected under TPO 10/1991. These houses and trees are essential parts of the built environment and the landscape setting of the local heritage asset.

- HARM to the setting of the local heritage asset by making Howes Place the back yard of the proposed development for commercial vehicles, drops-offs and pick-ups and cut through for pedestrians and cyclists, including electric cycle and scooter traffic, transitioning to and from the development and parts of Darwin Green to the city centre. Noting that Howes Place is a private, unadopted, unlit and narrow access. This imposes unnecessary harm to the setting as the development site is already served by purpose-built footpaths and cycle lanes on Lawrence Weaver Road and a traffic light controlled junction with Huntingdon Road.
- HARM to the health and well-being of existing neighbouring residents and future residents of the proposed development through the under provision and inappropriate provision of amenity space within the proposed development.
- Proposed under provision of 'Affordable Private Rent' dwellings.
- Proposed under provision of parking spaces for residents, visitors to the Apart-Hotel and employees of the Apart-Hotel, retail units, cafe, micro-brewery and bar and building maintenance contractors.

Do you think there are changes that could be made to overcome your concerns?

Yes

- Significant reduction in the massing and height of the proposed development and removal of the micro-brewery and bar from the proposed development.
- Retention of Nos.14 and 15 Howes Place and all of the pleached limes trees which are protected under TPO 10/1991 with sympathetic integration of these built and landscape heritage assets into the proposed development.
- Removal of any points of access from Howes Place to the proposed development to ensure that all vehicle, pedestrian and cycle access to the proposed development is from the purpose-built roadways, footpaths and cycle lanes on Lawrence Weaver Road and the traffic light controlled junction between Lawrence Weaver Road and Huntingdon Road.
- Provision of appropriate amenity space within the proposed development in terms of scale, location and accessibility.

- Provision of the minimum of 20% 'Affordable Private Rent' dwellings in the proposed Build to Rent development.
- Provision of sufficient parking spaces for residents, visitors to the Apart-Hotel and employees of the Apart-Hotel, retail units, cafe, micro-brewery and bar and building maintenance contractors.

### **Case by Applicant**

- 1) A mixed use development was proposed including 291 build to rent homes as well as a range of residents' amenities and a 202 room aparthotel.
- 2) Application was lodged in July 2021 and registered in August 2021.
- 3) Consultation responses from statutory consultees were positive. Some minor issues had been raised and the Applicant was due to submit some amendments to pick up on some of the matters.
- 4) Had had meetings with the Planning Design Team and amendments were shortly to be submitted.
- 5) The principle of development and uses proposed were in accordance with the Local Plan 2018.
- 6) Research carried out by the Council demonstrated there was a lack of stock and affordability in the private sale market and the consequence was that the private rented sector was now the largest tenure in Cambridge. 20% of this stock did not meet basic health and safety standards.
- 7) The aparthotel was supported by policy 77 of the Local Plan.
- 8) The development was meant to be exemplar in terms of sustainability. The applicants had engaged closely with the Council's Sustainability Officer.
- 9) Biodiversity net gain was 92% and the low carbon design had meant a significant reduction in carbon emissions.
- 10) There had been 2 years of engagement with officers, residents and interested stakeholders before the application was submitted.
- 11) Looking at the issue raised by the Petitioners of harm to the setting; the applicants had used an urban design approach to relate the buildings together and had looked at the symmetry of the existing layout and breaking buildings into smaller blocks, use of materials which reflects the existing roof pitches and use of gable ends.
- 12) Looking at the issue of separation distances (overlooking distances) usually these are between 18-20m and were usually back to back and

not front to front. The application proposes separation distances of at least 26.9m. The neighbouring development, Darwin Green had separation distances ranging from 8.6m to 18.8m.

- 13) Proposed to reduce the building height next to the NIAB building.
- 14) The relationship between the aparthotel and NIAB had been carefully considered.
- 15) The applicants did not believe the proposed development would cause any harm to the existing setting.
- 16) The microbrewery was seen as a community facility and would be managed as part of the whole development. No concerns had been raised by the Environmental Health Officer. Noise and opening hours would be managed through the application process.
- 17) The proposals sought to build the social and economical history of NIAB into the development. Areas for gardening would build on the agricultural history of the site.
- 18) The Conservation Officer provided a positive response to the proposed development.
- 19) There was a group Tree Preservation Order (TPO) on the site. Six trees were proposed to be removed, five of these were due to the development and one was due to the condition of the tree. Forty-two new pleached lime trees were proposed to be planted, as well as 113 new trees.
- 20) Had been encouraged to use Howes Place for pedestrian and cycle access to and from the site to improve the permeability of the site. Most of the vehicle access points were from Lawrence Weaver Road.
- 21) The first 70m of Howes Place would have a vehicle access point for the aparthotel. It was proposed that this would be used for a refuse collection once a week and for two laundry collections per week. A turning head was proposed here which had been requested by the Refuse Department. They had agreed with the Transport Officer that the use of Howes Place would be monitored as the whole site was owned by the Applicant.
- 22) High quality amenity space would be provided. The development would provide 130% of the open space standards (taking into account semi-private courtyards), if the communal areas were excluded then the development would provide 87% of the open space standards. Generous open space provision was being proposed.

- 23) Noted a comment about the under provision of private rent dwellings. The applicant did not accept this and felt they met with national advice, the new local plan did not provide much policy context for build to rent. The adopted Housing Strategy mirrored national advice that 20% of the units should be designated as affordable and should be offered at a maximum market discount of 80%.
- 24) The application was in accordance with car parking standards (expressed in Cambridge as maximum standards). A wide range of sustainable transport measures were due to be adopted. Travel plan would be secured through the s106 agreement.

### **Case by Petitioners**

- 1) Were not against development per se but wanted to minimise any harm which would be caused by the proposed development.
- 2) Concerns were detailed on the planning file and in the attached document to the agenda. They had also been raised in pre-application discussions with the developer.
- 3) The proposed area for development was less than 2 times the size of Howes Place but the proposal was for 25 times more dwellings on the site compared to the number of dwellings at Howes Place.
- 4) The context of Howes Place was that it was a notable development of its time and contained two storey residential properties running the length of Howes Place (Nos 1 to 15) which were identified as local heritage assets and are designated as Buildings of Local Interest within Appendix G of the Local Plan due to:
  - a. The architectural interest of the buildings;
  - b. The grouping and street scene value of the buildings set within the formal landscaping of Howes Place; and
  - c. The importance of NIAB and the residential properties in Howes Place in the social and economic history of Cambridge.
- 5) Howes Place was exemplar of place making and was unique in Cambridge. The proposed massing (scale and height of the development) amounted to gross over development of the site and would harm the amenity of existing and neighbouring properties and future residents of the proposed development. The setting of the Local Heritage Asset was further harmed but the microbrewery and bar alongside an existing residential area. On every boundary of the site the proposed

- building heights were 1-2 storeys higher than the existing residential properties.
- 6) The development would be overbearing and would cause harm to the amenity of residents.
  - 7) Residents of Plymouth Close and Falmouth Close were advised when they bought their properties that the former NIAB site would be open parkland.
  - 8) The proposed development would cause harm to the setting and landscape of the local heritage asset.
  - 9) Believed the development proposed to fell 10 pleached lime trees and not 6 as the applicant's representative had referred to create new access points from and to Howes Place.
  - 10) It was proposed to demolish 14 and 15 Howes Place, but these properties mirrored 3 and 4 Howes Place. The archaeological report describes 14 and 15 Howes Place as a pair of unremarkable mid-war houses but fails to recognise the significance in the context and setting of the heritage asset.
  - 11) Proposed access points to and from Howes Place created a short cut (primary desire line), which would divert pedestrians, cyclists and e-scooters away from existing fit for purpose dedicated footpaths and cycle lanes on Lawrence Weaver Road to Howes Place which was a narrow, unadopted, unlit private road with direct uncontrolled access on to Huntingdon Road.
  - 12) The proposed development introduces a commercial service yard with access from and to Howes Place, requiring HGV turning manoeuvres to be undertaken on Howes Place. This would create conflict between pedestrians and cyclists from over 500 dwellings large commercial vehicles to serve the aparthotel and microbrewery and bar, non-residential traffic linked to drop-offs to and pick-ups from the aparthotel, microbrewery, bar and internet shopping deliveries to the build to rent properties.
  - 13) The proposed development failed to provide the required amount of fully accessible and immediately convenient amenity space, which would prejudice the health and well being of future residents. The amenity space included the area surrounding the former NIAB headquarters and the internal courtyard of the aparthotel.

- 14) The Transport Statement sought to demonstrate that sufficient parking would be provided within the proposed development, the reduction of the proposed parking spaces for the build to rent units from 144 to 110 was overly optimistic and relied on a behavioural shift towards use of a car club scheme. The provision of 28 spaces for the aparthotel underestimated the parking spaces which would be needed. There was no assessment relating to the number of parking spaces required for the proposed 45 staff members for the aparthotel. The Local Plan stated that there should be 1 space per 2 staff members.
- 15) Considered the proposed development failed to provide sufficient parking and therefore residents of, and visitors to the proposed development would seek alternative parking provision beyond the proposed development site for example within Darwin Green or on Howes Place.
- 16) There would be inadequate provision of affordable private rented dwellings. The caselaw Council officers had relied on did not address the circumstances of the application. The caselaw did not justify a reduction in the provision of affordable private rent dwellings from 20% to 12.7%.

### **Case Officer's Comments:**

- 1) Key Dates relating to the application include:
  - The pre-application was first submitted to the Council in 2019. Two Quality Panels have considered the application and the applicants have also attended various forums including: Access Forum, North-East Forum, JDCC presentation and various technical officer workshops in relation to the proposals.
- 2) The key constraints on the site include:
  - The site lies wholly within the Cambridge City boundary.
  - The site is on the Council's Brownfield land register.
  - The NIAB Headquarters building and houses along Howes Place are identified in the City Local Plan as 'Buildings of Local Interest' (BLI).
  - There is a group tree preservation order (TPO) on the site.
  - Part of the site (rear undeveloped part) sits within the Darwin Green Area of Major Change allocation (policy 20).
  - The existing buildings on the site were granted prior-approval consent in 2020 to be converted from offices to residential units. 68 are currently being built within the 1920s building to the front of Huntingdon Road. The



prior approval for the remaining 102 units will fall away if this application get permission.

- 3) The application was validated on 2<sup>nd</sup> August 2021 and the neighbour consultation and local press advertisement expired on the 9<sup>th</sup> September 2021. The site notice expired on the 20<sup>th</sup> September 2021.
- 4) Third Party comments included:
  - 42 letters of objection - (directly adjacent to the development site)
    - Howes Place
    - Falmouth Avenue
    - Lawrence Weaver Road
  - 2 letters of support.
- 5) Consultation Responses:
  - There were a number of holding objections which had been raised by the following consultees. None of the objections appear to be major in-principal issues and officers feel they can be addressed by a series of amendments. These amendments might also help address some of the concerns that have been submitted by third parties partially around:
    - the impact to the non-designated heritage assets
    - impact on existing residential amenity
    - highway safety
- 6) There has been ongoing dialog with the agent/applicant to shape the amendment package and officers would continue these discussions after the Development Control Forum (DCF) taking on board comments raised during the DCF.
- 7) Awaiting a response from 3C Shared Waste and still need to agree details on Open Space provision and S106 contributions.
- 8) Application initially due to be determined on the 1 November 2021, however an extension of time has been agreed with the agent until 31 January 2022 to address the outstanding concerns through the submission of an amendment package. The application will be subsequently determined by the Joint Development Control Committee in subsequent months.

### **Case by Ward Councillors**

Councillor S.Baigent:

- 1) Howes Place is a local heritage asset and comprised a row of Edwardian houses set back in a picturesque lime tree setting which stood alone as a particular example of architectural genius and historical interest. Nature compliments the architecture and use of space.
- 2) Each house in Howes place is beautifully crafted and together form the community and guardians of the historical treasure

- 3) Supported the concerns raised by residents.
- 4) Objected to the scale and massing of the proposed development and especially in terms of building heights. This would affect the original architectural design of Howes Place.
- 5) The proposed microbrewery, facing residential housing would offend the tranquillity which frames the community space.
- 6) Asked for consideration to be given to the impact on Darwin Green, Falmouth Road and Plymouth Road of the development proposals.

Written Statement from Councillor Payne read out by the Committee Manager:  
Expressed concerns relating to this development are as follows:

- 1) From all boundaries of the site, the proposed buildings are at least one, and in general, two storeys higher than the adjoining existing properties. This will significantly overshadow Howes Place. I am particularly concerned to see the ApartHotel standing at 16 metres, making it one of the taller buildings on the site. For a commercial venture, this seems to me to be unnecessary. While I am in favour of providing new housing, building to one or two storeys higher than neighbouring properties is over-development, which will be to the detriment of the neighbouring residents, and indeed the new residents of the proposed development.
- 2) The plans propose felling at least 10 pleached limes, all of which are currently under a Tree Protection Order. The trees are integral to the unique streetscape of Howes Place, and the committee will be aware of the great environmental benefit of rows of trees: we should always be seeking to add more trees, not remove them. I am concerned that permitting the felling of these trees would set the precedent for future development, that a Tree Protection Order can be overturned.
- 3) Access to the proposed development from Howes Place is an issue the petitioners will discuss, but I am particularly concerned to see a proposed service access route to the ApartHotel from Howes Place. The entrance to Howes Place is very narrow, and cannot accommodate additional large vehicles, risking dangerous conflict with other road users. Bin lorries already need to reverse along Howes Place, so adding further large vehicles to this is a recipe for disaster which could be easily avoided by moving this service access to Lawrence Weaver Road.
- 4) The use of e-scooters as a form of transport is increasing, so I would like to see some consideration given to the movement of this form of transport. Given the speed at which these vehicles can travel, I would like to see safeguards to ensure they have no access to or from Howes Place, for the reasons given above.
- 5) Lawrence Weaver Road is not yet adopted by the County Council, but given the increase in traffic which will occur once the former NIAB site is

developed, I hope the committee and the developers will encourage the County Council to adopt the road as quickly as possible so traffic on here can be properly directed and the road be properly maintained. This should include adding double yellow lines along the cycle lanes on Lawrence Weaver road so cyclists from the proposed development are not discouraged from using these cycle lanes, as they are currently used for parking cars in.

- 6) Publicly available green space is at a premium in Cambridge, so I would like to see the green space in the ApartHotel being made available to all residents, otherwise there is potentially a large area of green space only open to be used by a small number of people, and not benefitting the wider area.
- 7) The assessment of parking needs for staff at the ApartHotel sets a requirement of 4 parking spaces for up to 45 members of staff. While of course I hope all members of staff will be able to travel to work by public transport or active travel, at present this seems unrealistic. This assessment also fails to comply with Appendix L of the Local Plan, which sets the requirement at 1 space for every 2 members of staff. A lack of parking will lead to overflow parking on the surrounding streets such as Howes Place, Whitehouse Lane and Lawrence Weaver Road. In order to prevent this problem, I would recommend that this requirement is re-evaluated to be more realistic.

Councillor S.Smith:

- 1) Noted the proposed development had been prepared without a parameter plan. Noted that the Darwin Green development had prepared a parameter plan so queried why this proposed development had not prepared one.
- 2) Felt insufficient weight and due regard had been given to Howes Place as a local heritage asset. The current planning process would allow a place like Howes Place to be created.
- 3) Howes Place was an exemplar example of place making and should be enhanced and protected.
- 4) The lack of a parameter plan has led to an overwhelming massing of development in both scale and height and as a result of this key concerns arise.
- 5) Access was a key concern. Understood that connectivity was a good planning principle and policy however consideration needed to be given as to the harm as well as the benefits of the application and how this would be applied. A balanced application of the policy was needed.
- 6) It was clear the development would create a desire line through Howes Place and this was undesirable both because of the inappropriate use of

Howes Place and the appropriate use of Lawrence Weaver Road which had purpose built infrastructure.

- 7) The amenity space proposed was inadequate and inappropriate.
- 8) Expressed concerns regarding the use of Sustainable Drainage System (SUDS) as part of a usable recreation amenity space.
- 9) A parameter plan was required and would result in the reduction in scale and massing of the height of the development.
- 10) Access points to the development needed to be addressed. There should be no access points from Howes Place.
- 11) Current planning tools could not create a place like Howes Place, but they can protect and enhance Howes Place.

### **Members' Questions and Comments:**

The Principal Planner and Assistant Director Delivery answered as follows in response to Members' questions:

1) The current holding objections to the application included:

- a. Heritage Officer - They were generally comfortable with the siting and location of the aparthotel but had concerns regarding the proposed height of the building and this encroaching above the existing NIAB headquarter building. Applicant had shown a willingness to reduce the height of the aparthotel. A lack of information about the finish of the NIAB building, hoped further information would be provided.
- b. Urban Design and Landscape - Had also expressed concerns about view points from the build to rent units from Plymouth Close and Beagle Way, had tried to break up roof lines so that the development looked less bulky. There were concerns about the entrance point from Lawrence Weaver Road, in the plans submitted it looked like a hard landscaped entrance, and they wanted to add a bit more surveillance to the area so had looked at moving the building around and adding some soft landscaping.
- c. Highways – Had expressed concerns about the in and out access points on Lawrence Weaver Road and the impact on highway safety and cyclist safety and wanted one of the access points removed. The applicant had agreed to this and was looking at re-designing the access so that it was improved for cyclists.
- d. Disability and Access Officer – The way the bathrooms had been designed needed to be looked at. The agent was going to be asked to make amendments.

- e. More information needed to be submitted regarding accident data, trip generation and mitigation measures in the transport assessment.
  - f. Drainage Officer – The preferred solution was for water to flow into the surface water drainage on Lawrence Weaver Road. Hoped that the drain on Lawrence Weaver Road would be adopted. A back up plan was required in case the drain was not adopted.
  - g. S106 contributions needed to be agreed and what open space was included in calculations and what wasn't.
  - h. A public art strategy was required.
- 2) The height of the aparthotel shown by the applicant's representative during their presentation showed the proposed reduction (1m) in building heights.
  - 3) The application had been seen by the Quality Panel a couple of times so they were aware of the current layout proposed. Would ensure that members were able to see comments made by the Quality Panel before the application came to committee.
  - 4) Officers would take advice on the proposed reduction of the affordable housing.
  - 5) Noted the reference to Darwin Green's parameter plan and would work with the applicant regarding this request although felt the Design and Access Statement dealt with some of the issues which would be contained in a parameter plan.
  - 6) The aparthotel fell within the sui generis use class so there was no requirement to provide open space so there were different considerations compared to a residential use but open space would be provided as part of the development.
  - 7) Noted discussions about SUDS and the suitability of using this space as part of open space for play areas. A trim trail was proposed on the site and it was proposed to keep this away from the water SUDS features. The introduction of water to the open spaces was considered an important feature
  - 8) The main vehicular access to the site would be from Lawrence Weaver Road and parking would be contained in the basement, there would be a few disabled parking spaces at ground level but no general parking provision. The Howes Place access would only service the aparthotel. Highways expected the rest of the access points onto Howes Place to be

pedestrian and cycling access points. No objections on highways safety grounds had been raised so far.

- 9) It was felt that 14 and 15 Howes Place made less of a contribution to the wider group of buildings and the opening up of the rear part of the headquarters would make a positive benefit to the buildings of local interest as a group. It was a balanced judgement,
- 10) The proposed development would be covered by the North West and West Community Forum.
- 11) The site fell within the City Council administrative boundary but also within the sites allocated for determination by the Joint Development Control Committee.
- 12) The mixed use of the site included the aparthotel and the build to rent properties but also within those buildings there would be facilities on the ground floor which could be used by the community including a gym, swimming pool, brewery, cafe and co-working space.

The Applicant's Representative answered as follows in response to Members' questions:

- 1) The difference between residential private properties in the private rented sector could include individual landlords or landlords with small portfolios. Their properties could be dotted around the city or there could be small numbers together. This development was different in that the overall development was designed around the rental offer, it included a high level of shared amenities for those residents. The buy to rent facility would be managed 24/7 and there would be concierge staff on site who could deal with all issues at all times. The build to rent model relied on having high occupancy levels and few 'voids' and to achieve this the applicant would need to ensure that the site was well maintained and managed.
- 2) Noted the comments made by members regarding the provision of affordable housing. The applicant had taken QC's advice and was confident they would comply with housing policies, the National Planning Policy Framework (NPPF) and the Housing Strategy.
- 3) The applicants were able to reduce the level of affordable housing provided in the application as they were able to claim credit on the units which had been granted consent under the prior notification procedure. These units would not be brought forward if the aparthotel development was brought forward.

### **Summing up by the Applicant's Agent**

- 1) Felt this was an exciting development for the area.
- 2) Believed the development would meet known needs for a high-quality rented housing scheme and would offer security of tenure for those who were unable to buy on the open market or for those who chose not to do so.
- 3) The proposal included 291 buy to rent units and an aparthotel with 202 rooms.
- 4) The applicant had been through a lengthy consultation process before the submission of the application.
- 5) The application had been considered by the Quality Panel twice and had been well received by the Panel and changes to the application had been informed by comments made by the Quality Panel.
- 6) It was an exemplar scheme in terms of sustainability.
- 7) It was a policy compliant scheme.
- 8) Felt that the proposal was respectful to Darwin Green and Howes Place and how the proposed scheme would sit next to those neighbouring properties.
- 9) The vehicle access into / from Howes Place was only for servicing the aparthotel and for nothing else. It was only expected to have 3 movements a week.
- 10) Noted that 6 pleached lime trees would be lost however 42 new trees would be planted.
- 11) Some limited design changes would be coming and had been discussed with officers.

### **Summing up by the Petitioners**

- 1) There was no clear justification for the harm which would be caused by the development to both the local heritage asset and amenity of existing residents in neighbouring properties and future residents of the proposed development which would be outweighed by a public benefit.
- 2) The proposal failed to satisfy:
  - a. NPPF paragraph 130 – that the development would function well and add to the overall quality of the area;
  - b. policy 55 in terms of responding to context;
  - c. policy 57 in providing a positive impact on the setting (height, scale, form).
  - d. Policy 61 in terms of conservation and enhancement of a Cambridge historic environment.

- 3) Felt that members should undertake a site visit.
- 4) Proposed the following changes:
  - a. That access points on to Howes Place should be removed and all access points should be on to Lawrence Weaver Road.
  - b. Wanted the unique place of Howes Place to be respected.
  - c. Wanted the parameter rules from the Darwin Green development to be applied to this development which would result in significant reduction in massing (scale and height) to protect the amenity of existing residents in neighbouring properties and future residents of the proposed development and contribute fully to the protection and enhancement of Howes Place. The significant reduction in massing would resolve the issues with under provision of amenity space and parking spaces.
- 5) There should be a minimum of 20% affordable private rented housing provided.

### **Final Comments of the Chair**

25) The Chair observed the following:

- Notes of the Development Control Forum would be made available to relevant parties, published on the council's website and appended to the Planning Officers report.
- The case officer should contact the applicants/agent after the meeting to discuss whether a meeting would be helpful to discuss the issues raised at the Forum and to discuss any changes that may be necessary to the application. The applicant will be encouraged to keep in direct contact with the petitioners and to seek their views on any amendment/s.
- The case officer will inform the petitioners' representatives of any amendments to the application. Normally, no further Development Control Forum will be held if the planning application is amended.
- The petitioners' representatives will be informed of the date of the meeting at which the application is to be considered by the committee and will be sent copies of the committee report. The petitioners and applicants will be asked to send any further comments they may have on the report to the planning case officer as soon as possible, so that they can be circulated in good time to members of the committee.



The meeting ended at 3.00 pm

**CHAIR**

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# 21/03609/FUL

Retention of the former NIAB Headquarters building, the demolition of all other buildings and structures, and the erection of buildings with basements for 291 Build to Rent units (Use Class C3) including affordable housing and a 202 bed Apart-Hotel (Sui Generis) and associated facilities along with access, car and cycle parking, landscaping and infrastructure works.

# Site Location Plan



We propose other than those shown in the existing status shown.  
For further information on external landscaping, levels and finishes, please refer to landscape architectural information.

Application Boundary  
2888sqm  
2.88ha  
Ordnance Survey Licence Number 100022412

P1 27.07.21 PLANNING ISSUE E&MP 028

No	Date	Description	Drawn	Check
FOR PLANNING				

FOR PLANNING

Client  
Vertex Living Ltd



JTP Studios, Unit 6  
The Barn 10 Leamington  
Leamington, CV32 5GP  
+44 (0) 24 7617 1760  
www.jtp.co.uk

Project  
Former NIAB Site

Drawing Title  
Location Plan

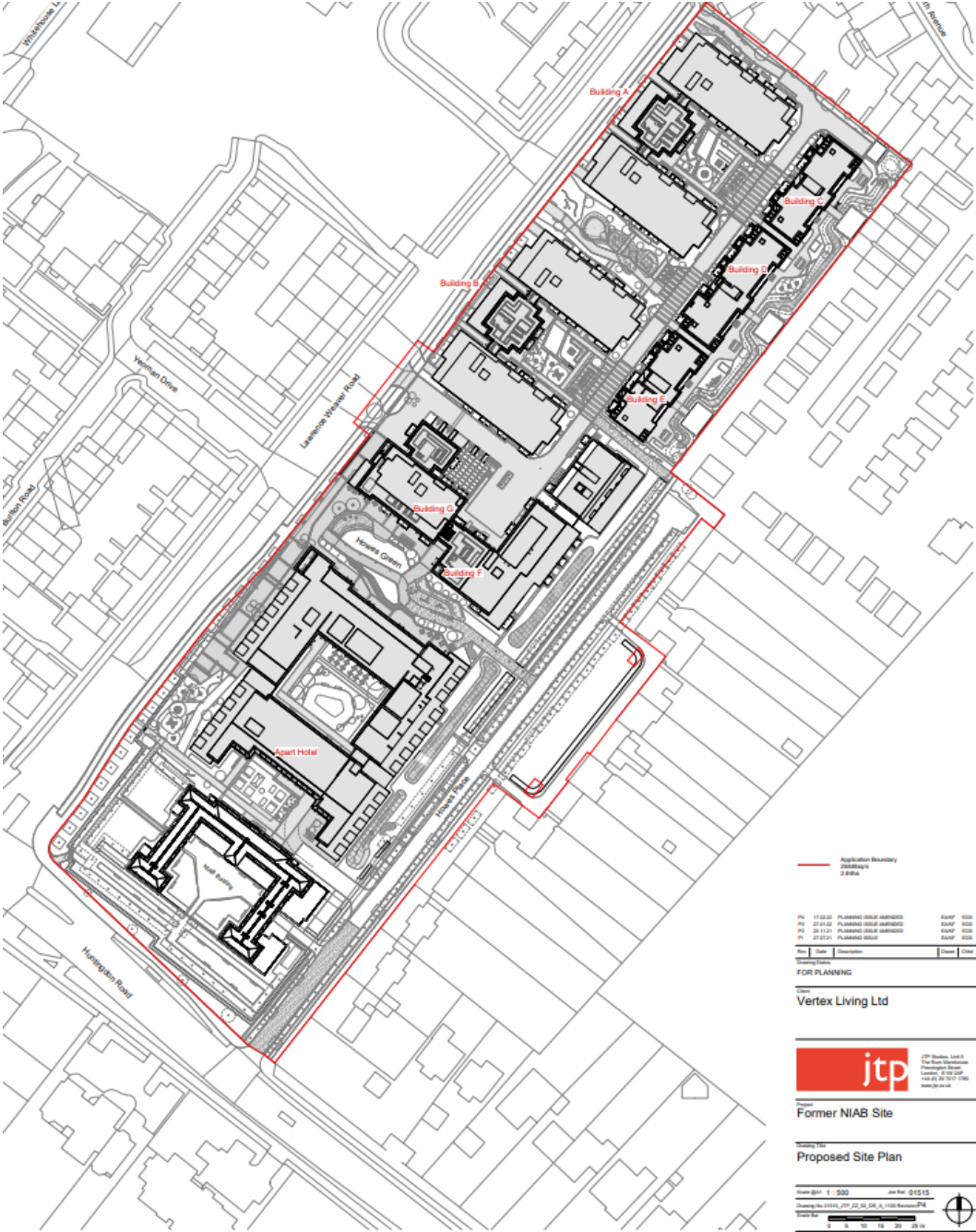
Scale 1:1250 Job Ref: 01515

Drawing No: 01515\_P1P\_22\_02\_DR\_A\_1000-Revision: P1

Scale Bar  
0 10 20 30 40 50 60 70 80 90 100



# Site Plan





# Elevation of Apart Hotel (North and South)



01. Proposed Apart-Hotel North Elevation  
1 : 100



# Elevation of Apart Hotel (East facing Howes Place)



01. Proposed Apart-Hotel East Elevation with NIAB Building

# Elevation Apart Hotel (West facing Lawrence Weaver Road)



1. Proposed Apart-Hotel West Elevation with NIAB Building



# Elevations BtR (example Building B facing Lawrence Weaver Road)



# Elevations BtR (example Mews 'Building C' facing Plymouth Close)

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02. Building C East Elevation

# Elevations BtR (example Mews 'Building E' facing Plymouth Close)



02. Building E East Elevation  
1 : 100



# Elevations BtR (example 'Building F' facing Howes Place)



02. Building F & G East Elevation  
1 : 100