



## Cambridge City Council Planning

**Date:** Wednesday, 5 July 2023

**Time:** 10.00 am

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

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

### Agenda

**Timings are included for guidance only and cannot be guaranteed**

1 Order of Agenda

The Planning Committee operates as a single committee meeting but is organised with a two part agenda and will be considered in the following order:

- **Part One**  
Major Planning Applications
- **Part Two**  
Minor/Other Planning Applications

There will be a thirty minute lunch break some time between 12noon and 2pm. With possible short breaks between agenda items subject to the Chair's discretion.

If the meeting should last to 6.00pm, the Committee will vote as to whether or not the meeting will be adjourned.

2 Apologies

3 Declarations of Interest

4 Minutes  
To follow

## Part 1: Major Planning Applications

5	22-02646-REM Eddeva GB2 Land at Newbury Farm - 10am	(Pages 7 - 86)
6	23-01474-FUL B2 F2 Devonshire Quarter - 11am	(Pages 87 - 148)

## Part 2: Minor/Other Planning Applications

7	23-01137-FUL The Varsity Hotel, Thompson's Lane - 12 noon	(Pages 149 - 186)
8	23-00600-S73 23A Unit 1, Hooper Street - 12:30pm	(Pages 187 - 204)
9	22-04783-FUL Land to Rear of 115 Shelford Road - 1pm	(Pages 205 - 232)

**Planning Members:** Smart (Chair), Baigent (Vice-Chair), Bennett, Carling, Dryden, Levien, Porrer and Thornburrow

**Alternates:** Flaubert, Gilderdale, Howard, Nestor and Nethsingha

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- Email: [democratic.services@cambridge.gov.uk](mailto:democratic.services@cambridge.gov.uk)
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# Appendix 1 – Planning Policies and Guidance

(Updated September 2020)

## 1.0 Central Government Advice

1.1 National Planning Policy Framework (NPPF) February 2019 – sets out the Government’s economic, environmental and social planning policies for England. These policies articulate the Government’s vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.

1.2 Planning Practice Guidance (NPPG)

The guidance complements the National Planning Policy Framework and provides advice on how to deliver its policies.

1.3 Circular 11/95 – The Use of Conditions in Planning Permissions (Appendix A only): Model conditions.

### *Planning Obligations*

1.4 Community Infrastructure Levy (CIL) Regulations 2010 (as amended)

Paragraph 122 Places a statutory requirement on the local authority that where planning permission is dependent upon a planning obligation the obligation must pass the following tests:

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

The 2019 amendments to the regulations removed the previous restriction on pooling more than 5 planning obligations towards a single piece of infrastructure.

## 2.0 Development Plans

2.1 The Cambridgeshire and Peterborough Minerals and Waste Plan 2011

2.2 Cambridge Local Plan 2018

### 3.0 Supplementary Planning Documents

3.1 Sustainable Design and Construction 2020

3.2 Cambridge Flood and Water 2018

3.3 Affordable Housing 2008

3.4 Planning Obligations Strategy 2004

#### *Development Frameworks and Briefs*

3.5 The New Museums Site Development Framework (March 2016)

3.6 Ridgeons site Planning and Development Brief (July 2016)

3.7 Mitcham's Corner Development Framework (January 2017)

3.8 Mill Road Depot Planning and Development Brief (March 2017)

3.9 Land North of Cherry Hinton (February 2018)

3.10 Grafton Area of Major Change - Masterplan and Guidance (February 2018)

### 4.0 Use Classes

Use	Previous Use Class	New Use Class (Sept 2020)
Shops	A1	E
Financial and Professional Services	A2	E
Café and Restaurant	A3	E
Pub/drinking establishment	A4	Sui Generis
Take-away	A5	Sui Generis
Offices, Research, Light industry	B1	E
General Industry	B2	B2
Storage and Distribution	B8	B8
Hotels, Guest Houses	C1	C1
Residential Institutions	C2	C2
Gymnasiums	D2	E

Clinics, health centres	D1	E
Cinemas, concert halls, dance halls, bingo	D2	Sui Generis

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<b>Planning Committee Date</b>	5 <sup>th</sup> July 2023
<b>Report to</b>	Cambridge City Council Planning Committee
<b>Lead Officer</b>	Joint Director of Planning and Economic Development
<b>Reference</b>	22/02646/REM
<b>Site</b>	Land at Newbury Farm, Babraham Road, Cambridge.
<b>Ward / Parish</b>	Queen Edith's
<b>Proposal</b>	Reserved matters application for appearance, landscape, layout and scale for Phase 2 comprising the creation of 80 residential units, hard and soft landscaping including the creation of a central square and associated works. The related partial discharge of Conditions 1, 9, 10, 11, 12, 13, 14, 15, 17, 19 pursuant to outline approval 19/1168/NMA1.
<b>Applicant</b>	This Land Ltd.
<b>Presenting Officer</b>	Kate Poyser
<b>Reason Reported to Committee</b>	Third party representations and Application raises special planning policy or other considerations.
<b>Member Site Visit Date</b>	N/A
<b>Key Issues</b>	<ol style="list-style-type: none"><li>1. Whether the application is in accordance with the outline planning permission.</li><li>2. Design and layout</li><li>3. Highway safety</li><li>4. Car and cycle parking</li><li>4. Affordable Housing</li><li>5. Sustainability</li><li>6. Water management</li></ol>

- 7. Biodiversity
- 8. Environmental health impacts

**Recommendation**

**APPROVE** this reserved matters application subject to conditions and informatives as detailed in this report with delegated authority to officers to carry through minor amendments to those conditions and informatives prior to the issuing of the planning permission.

Part discharge of the following planning conditions on the outline consent in relation to this reserved matters only:

- Condition 1 – Reserved Matters
- Condition 9 – Tree Planting and Landscape Strategy
- Condition 10 – Dwelling Mix
- Condition 11 – Residential Space Standards
- Condition 12 – Surface Water Drainage Strategy
- Condition 13 – Carbon Reduction Statement
- Condition 14 – Water Conservation Strategy
- Condition 15 – Sustainability Statement
- Condition 17 – Noise Assessment
- Condition 19 – Artificial Lighting Scheme

**0.0 Contents**

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## 1.0 Executive Summary

- 1.1 The application site lies within GB2, which is identified for residential development under Policy 27 of the Cambridge Local Plan 2018.
- 1.2 The GB2 site lies between Babraham Road and Wort's Causeway. It has outline permission for up to 230 dwellings and up to 400m<sup>2</sup> of non-residential floorspace within Use Classes A1/A3/A4/D1. The site has three phases agreed under Condition 4 of the outline planning permission. Phase 1 is for the spine road and has reserved matters approval. It will form a link between Babraham Road with Wort's Causeway and the access and tertiary roads through the site will come off this. Phase 2 is the subject of this application. Details for Phase 3 have not yet been submitted.
- 1.3 Phase 2 lies to the east of the proposed spine road and abuts the Cambridge Green Belt. The application seeks approval of the reserved matters for 80 dwellings and for the landscaping of the central square. 40% of the dwellings are to be affordable.
- 1.4 The applicant has sought pre-application advice, including from the Cambridgeshire Quality Panel. A developer briefing to Members of the City Planning Committee took place in March 2022. Extensive negotiations, at the pre-application stage and during the consideration of the application, have resulted in the current scheme. The scheme is considered by officers to have moved forward positively and consultee comments have been taken on board.
- 1.5 The scheme would meet the design principles set out in Condition 6 of the outline planning permission and would sufficiently comply with the approved Parameter Plans.
- 1.6 These reserved matters build upon these principles to ensure a co-ordinated development across the GB2 site. The agreed building heights are observed, with key building frontages and nodal buildings, as shown on the Parameter Plans.
- 1.7 Distinct areas would be created:
- A green edge with lower density, 2-storey dwellings overlooking the Green Belt;
  - An urban centre with 3-storey houses and apartments of a finer grain;
  - A sense of enclosure and activity around the Central Square;
  - A green pedestrian and cycle link to the countryside;

- Mews to the north of compact 2-storey homes incorporating accommodation over garages and roof terraces.

- 1.8 Six local residents object to the scheme and their concerns are considered later in the report. Great Shelford Parish Council raise concerns about the design of the buildings.
- 1.9 However, Officers consider the development would achieve a high-quality design and respect its location on the edge of the Cambridge and the Green Belt.
- 1.10 Officers recommend to the Planning Committee that permission be granted subject to the conditions set out in the recommendation.

## 2.0 Site Description and Context

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

\*X indicates relevance

- 2.1 The application site is primarily an agricultural field of 28,020 m<sup>2</sup>. The farm buildings of Newbury Farm have been demolished. It is part of the GB2 site which lies between Babraham Road and Wort's Causeway. At the northern end is a public footpath with mature hedgerows abutting Wort's Causeway. The site slopes gently from north to south, and a gas main runs diagonally through the southern half of the site. The southern end of Phase 2 falls short of Babraham Road, as this lies within Phase 1.
- 2.2 The central square forms part of this reserved matters application and is separated from the main part of the site by the proposed spine road. Commercial buildings proposed to front onto the square will fall within Phase 3.
- 2.3 To the east will remain agricultural fields. The east boundary of the site forms the boundary with the Green Belt. Beyond this is the Babraham Road Park and Ride.
- 2.4 There are no existing residential properties abutting this Phase 2 site.

### **3.0 Environmental Impact Assessment**

- 3.1 An Environment Statement was submitted with the outline planning application. This reserved matters proposal sufficiently complies with the parameters of the outline permission and a new or revised Environment Impact Assessment is not required.

### **4.0 The Proposal**

- 4.1 The proposed development is described as follows:  
“Reserved matters application for appearance, landscape, layout and scale for Phase 2 comprising the creation of 80 residential units, hard and soft landscaping including the creation of a central square and associated works.”
- 4.2 The application is accompanied by supporting reports and key plans which are set out in Appendix 2 of this Item. The progress of drawing revisions is included.
- 4.3 The development consists of 3 cul-de-sacs and a loop road, to serve the dwellings, all gaining access off the spine road. A green buffer, 20 metres wide, runs the length of the eastern edge creating a gentle transition between the built area and Green Belt. Four play areas (LAPS) are located within the eastern buffer. There is an easement over the gas main 29 metres wide, upon which no dwellings are proposed.
- 4.4 There is to be a mix of dwelling types, including detached, terrace, mews court and apartments. The affordable housing is provided in a mix of housing, a mews court and podium apartments, within the centre and northern parts of the site.
- 4.5 The central square for the GB2 site forms part of the application, showing soft and hard landscaping details. The central square will sit between the spine road and the commercial block. The details of the commercial buildings will be submitted under Phase 3.
- 4.6 The application has been amended several times in response to consultee comments, both during the pre-application stage and during the consideration of this application. The amendments have also sought to address comments from the Cambridgeshire Quality Panel and from a Members Briefing session.
- 4.7 The submission also seeks to satisfy the requirements of Conditions 1, 9, 10, 11, 12, 13, 14, 15, 17, 19 of the outline planning permission (19/1168/NMA1) as far as they apply to this Phase of the GB2 site. Appropriate assessment of the conditions is considered within the relevant sections of the report. Please see Appendix 1 to this Item for the full wording of the outline conditions.

### **5.0 Relevant Site History**

<b>Reference</b>	<b>Description</b>	<b>Outcome</b>
19/1168/OUT	Outline application (all matters reserved except for means of access in respect of junction arrangements onto Worts' Causeway and Babraham Road) for erection of up to 230 residential dwellings and up to 400m <sup>2</sup> (GIA) of non-residential floorspace within Use Classes A1/A3/A4/B1/D1, new landscaping and public realm, car and cycle parking, infrastructure, other associated works following the demolition of all existing buildings on the site.	Granted 24/05/2021
19/1168/NMA1	Non-material amendment of outline planning permission 19/1168/OUT to change the condition wording to allow phasing of development and early delivery of the access points, strategic infrastructure and demolition works.	Granted 09/08/2021
21/04186/REM	Reserved matters application for the appearance, landscape, layout and scale for Phase 1, comprising: the north-south primary route connecting Babraham Road and Worts Causeway, secondary route bellmouths, footways and cycleways, SuDS detention basins, water main diversion, hard and soft landscaping including the creation of the southern gateway and the central square, provision of a local area of play, the installation of a pumping station, and all ancillary works, associated infrastructure and engineering works, and partial discharge of	Granted 21/10/2022

conditions 9, 12, 19, 27, 28,  
41 and 42 of the outline  
permission 19/1168/OUT for  
Phase 1.

- 5.1 There have been several submissions to discharge outline (19/1168/NMA1) conditions in part or in full. These include:
- Condition 4 – Phasing (full)
  - Condition 21 – Traffic Management Plan (part)
  - Condition 23 – Material Management Plan (part)
  - Condition 24 – Tree Protection Plan (full)
  - Condition 25 – Demolition and Construction Environmental Management Plan (full)
  - Condition 26 - Details Waste Management and Minimisation Plan (part)
  - Condition 30 – Groundworks (part)
  - Condition 31 – Bird Hazard Management Plan (part)
  - Condition 32 – Ecological Design Strategy (part)
  - Condition 34 – Construction Method Statement (part)
  - Condition 35 – Preliminary Contamination Assessment (full)
  - Condition 36 – Site Investigation Report and Remediation Strategy (full)
  - Condition 38 - Public Art (full)

## **6.0 Policy**

### **6.1 National**

National Planning Policy Framework 2021

National Planning Practice Guidance

National Design Guide 2021

Environment Act 2021

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

Conservation of Habitats and Species Regulations 2017

Equalities Act 2010

Planning and Compulsory Purchase Act 2004

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

Technical Housing Standards – Nationally Described Space Standard (2015)

ODPM Circular 06/2005 – Protected Species

## **6.2 Cambridge Local Plan 2018**

- Policy 1: The presumption in favour of sustainable development
- Policy 2: Spatial strategy for the location of employment development
- Policy 3: Spatial strategy for the location of residential development
- Policy 4: The Cambridge Green Belt
- Policy 5: Sustainable transport and infrastructure
- Policy 8: Setting of the city
- Policy 9: Review of the Local Plan
- Policy 14: Areas of Major Change and Opportunity Areas
- Policy 27: Site specific development opportunities
- Policy 28: Sustainable design and construction, and water use
- Policy 29: Renewable and low carbon energy generation
- Policy 30: Energy-efficiency improvements in existing dwellings
- Policy 31: Integrated water management and the water cycle
- Policy 32: Flood risk
- Policy 33: Contaminated land
- Policy 34: Light pollution control
- Policy 35: Human health and quality of life
- Policy 36: Air quality, odour and dust
- Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding
- Policy 39: Mullard Radio Astronomy Observatory, Lord's Bridge
- Policy 40: Development and expansion of business space
- Policy 42: Connecting new developments to digital infrastructure
- Policy 43: University development
- Policy 45: Affordable housing and dwelling mix
- Policy 47: Specialist housing
- Policy 50: Residential space standards
- Policy 51: Accessible homes
- Policy 55: Responding to context
- Policy 56: Creating successful places
- Policy 57: Designing new buildings
- Policy 59: Designing landscape and the public realm
- Policy 60: Tall buildings and the skyline in Cambridge
- Policy 65: Visual pollution
- Policy 67: Protection of open space
- Policy 68: Open space and recreation provision through new development
- Policy 70: Protection of priority species and habitats
- Policy 71: Trees
- Policy 73: Community, sports and leisure facilities
- 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

## **6.3 Neighbourhood Plan**

N/A

#### **6.4 Supplementary Planning Documents**

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

#### **6.5 Other Guidance - none**

#### **7.0 Consultations**

##### **7.1 Great Shelford Parish Council – Comment**

7.2 “After a considered discussion Councillors would like to comment that they do not like the designs of the proposed properties as they do not fit with the traditional Cambridge scene such as using Cambridge or Burwell white bricks. They also feel that flat roofs are not sufficient.”

##### **7.3 County Highways Development Management – No Objection**

7.4 18<sup>th</sup> April – refers to amendments relating to highway safety and waste collection. Issues successfully resolved.

7.5 12<sup>th</sup> December 2022 - The applicant’s response to the Highway Authority’s concerns are not sufficiently addressed.

1<sup>st</sup> November 2022– recommends refusal for the following reasons:

- Each street requires the refuse freighter to reverse into the street increasing the risk of an incident occurring.
- Due to the narrow width of streets, refuse freighters would completely block the street to vehicles and other users.
- For Zones E, F, G and J the refuse.

27<sup>th</sup> October 2022– recommends refusal in its present form and makes the following comments:

- Swept path diagrams are inherently flawed.
- Shared surfaces should be 6 metres wide.
- Larger vehicles should be able to access and leave the streets in forward gear, including transit vans/7.5 tonne box van.
- Looking for no more than 12 residential units in a shared surface street.
- Should not be a car dominated scheme.

15<sup>th</sup> August 2022– raises serious concerns:

- Looking for no more than 12 residential units in a shared surface street.
- Streets too narrow.
- Some streets too complex for the visually impaired to navigate.
- The square could engender on street car parking.
- Queries tracking for refuse collection.

Date 12<sup>th</sup> July 2022– “The Highway Authority will not seek to adopt any of the proposed development as none of the accesses comply with the requirements of the Highway Authority’s design code in terms of layout and geometry. Therefore, this phase of the development will remain private.”

Two conditions are recommended, relating to surface water drainage of the streets and requiring the approval of arrangements for management and maintenance of the streets.

## **7.6 Lead Local Flood Authority – No Objection**

7.7 20<sup>th</sup> April 2023 – refers to amendments relating to highway safety and waste collection. No further comments. 1<sup>st</sup> December 2022 – no objection following the receipt of amended information.

7.8 18<sup>th</sup> October 2022 – maintain objection due to insufficient information.

7.9 1<sup>st</sup> September 2022 – Object due to insufficient information.

7.10 18<sup>th</sup> July 2022 – Object due to insufficient information.

## **7.11 Environment Agency – No comments**

## **7.12 Anglian Water – No comments**

## **7.13 Urban Design Officer – No Objection**

7.14 2<sup>nd</sup> May 2023 – refers to amendments made relating to waste collection and highway safety and is satisfied that the changes successfully balance the functional servicing requirements of the development with the desired domestic scale and character of the streets and spaces.

7.15 16<sup>th</sup> November 2022 – Revisions address many of the previous comments, but concern remains for the rear elevation of the apartment block in Zone H, where the lift and stair core appear as a prominent mass as seen from the Green Belt. 3<sup>rd</sup> August 2022 – Requests some clarifications and refinements to the general arrangement drawings and conditions are recommended.

## **7.16 Strategic Housing – No objection**



- 7.17 21<sup>st</sup> April 2023 - refers to amendments made relating to waste collection and highway safety. Plot 67 has lost its storage space and this needs to be returned.
- 7.18 This phase is part of a mixed-use larger development of 230 dwellings with 40% of the dwellings for affordable housing. Outline permission was granted on 24 May 2021. This application, Phase 2, is providing 80 residential units, of those 32 units will be for affordable housing. The affordable housing provision is policy compliant.
- 7.19 Senior Sustainability Officer – No Objection**
- 7.20 17<sup>th</sup> April 2023 – refers to amendments made relating to waste collection and highway safety. Support for the proposal is maintained.
- 7.21 14<sup>th</sup> October 2022 – It is noted that a range of measure have been proposed to mitigate the risk of overheating and the scheme is supported.
- 7.22 12<sup>th</sup> August – The proposed scheme is supported in sustainable construction terms although clarification is sought in relation to the new Part O requirements for future risk of overheating.
- 7.23 Landscape Officer – No Objection**
- 7.24 25<sup>th</sup> April 2023 - refers to amendments made relating to waste collection and highway safety. The design changes have been integrated with the landscape design.
- 7.25 17<sup>th</sup> November 2022 – The landscape design is now acceptable, but notes that adjustments are likely to be required due to highway concerns and concerns raised by the Lead Local Flood Authority.
- 7.26 4<sup>th</sup> August 2022 – notes some discrepancies and seeks further clarification on several matters.
- 7.27 Streets and Open Spaces**
- 7.28 The proposal would have no material impact on trees.
- 7.29 Waste Services – no objections**
- 7.30 24<sup>th</sup> April 2023 – Bins stores, drag distances and collection points are fine. Seeks confirmation that relevant part of the highway will be built to adoptable standards.
- 7.31 19<sup>th</sup> August 2022 – concern raised about drag distances and roads not being built to adoptable standards.

### **7.32 Ecology Officer – No Objection**

7.33 Requests further information, however this is supplied and approved under the discharge of condition applications for Conditions 29 (scheme for off-site Ecological Enhancements) and 32 (Ecological Design Strategy).

### **7.34 Natural England – No comment**

### **7.35 Environmental Health – No Objection**

7.36 12<sup>th</sup> October 2022 – Raises no objections to amendments, subject to conditions.

7.37 30<sup>th</sup> August 2022 – The development proposed is acceptable subject to the imposition of conditions. It is recommended that Conditions 17 (Noise Assessment/Acoustic Mitigation) and 19 (Artificial Lighting Scheme) can be discharged.

7.38 15<sup>th</sup> July 2022 – requests further information regarding Electric vehicle charging points and clarification on acoustic assessment.

### **7.39 Police Architectural Liaison Officer – No Objection**

Offers advice about security and considers the scheme could attain a Secure by Design Award with consultation.

### **7.40 Cambridge Quality Panel**

Meeting of 7<sup>th</sup> January 2022 – summary of comments.

“Eddeva Park (GB2) will be an exciting development and there are elements the Panel supported including being an all-electric development. However, some of the aspirations were not being met, and more detail was needed to ensure they were deliverable. Whilst this review is for phase 2 more consideration of phase 1 was needed to demonstrate there was cohesion between the two. The strategy to embed landscape in the development is laudable but is not being delivered and requires re-thinking. The Panel acknowledged the constraint of the gas pipe easement. The eastern edge buffer was also creating a constraint as a lot of uses were being concentrated in this area.”

7.41 A copy of the review letter is attached in full at Appendix 3.

### **7.42 Third Party Representations**

7.43 6 representations have been received from Cambridge Past, Present and Future; 21 Bowers Croft; 25 Worts’ Causeway and 18 Beaumont Road

7.44 Those in objection have raised the following issues:

- There should be better distribution of density across the GB2 site;
- External colours need to be muted to be in keeping with existing properties;
- Requires dense, mature planting at an early stage to the eastern boundary;
- Concern about air pollution from traffic on the A1307;
- There is no reference of how the loss of farmland will be addressed;
- PV panels and service infrastructure should not be visible on roofs from high ground;
- Loss of hedgerow and its ecological value due to the proposed road;
- Would exacerbate heavy traffic flow;
- Concern about impact on water supply;
- Allotments should be provided.

**7.45 Member Representations** – None received.

**7.46 Pre-application Developer Briefing**

Opportunities to review the emerging scheme design with regard to:

- building design, soft and hard landscaping to be used throughout the scheme – and the need also to ensure a clear design rationale is presented. Need to perhaps look again to ensure dual aspect frontages provided wherever possible.
- cycle parking facilities - and how this is accommodated across the scheme, particularly when designed within garages – recognising the need to ensure the car parking strategy also provides for all bike types and is fully accessible;
- Also highlighted was the opportunity for the reconsideration of number of car club spaces, car parking spaces and BNG - whilst recognising that the scheme may be policy compliant, there would be social and environmental benefits of re-considering these elements of the scheme.
- EV charging points and need to ensure faster parking provision. Car parking shouldn't trump cycle parking across the site- rethink cycle v car parking.

**8.0 Assessment**

**8.1 Planning Background**

8.2 Following the initial approval of the outline planning application for up to 230 dwellings on the GB2 site, an amended application was received to change

the wording of the conditions. This reserved matters application, therefore, follows the conditions of the amended application, reference number 19/1168/NMA1.

8.3 A phasing plan has been approved to develop the site in 3 phases. Phase 1 is the spine road linking Babraham Road with Wort's Causeway and this has approval of the reserved matters. Phase 2 is the eastern side of the spine road for 80 dwellings and the central square and is the subject of this application. Phase 2 is also known as Eddeva Park. Phase 3 is for the remainder of the dwellings to the west of the spine road and details have yet to be submitted.

8.4 Several applications to discharge outline conditions have been submitted, see paragraph 2.1 above.

8.5 Pre-application advice was first sought in September 2022 and progressed through several amendments. It was considered by the Cambridge Quality Panel in January 2022 and the subject of a Developer Briefing to Members in March 2022.

#### **8.6 Quality Panel Comments**

8.7 A version of the proposed scheme was considered by the Quality Panel in January 2022, during the pre-application stage. The Panel also considered Phase 1 – the spine road at the same time.

8.8 Improvements have been made to the scheme in line with comments made and these include:

- A segregated cycleway along the spine road (Phase 1);
- Houses on Plots 38, 39, 53, 54, 65, 66 and 80 have been designed to face onto the eastern edge to encourage social activity;
- The distribution of affordable housing across the site has been increased;
- Apartments in Zone H have been reconfigured to provide secure parking at ground floor level.
- Mature hedges are proposed to rear boundaries of plots backing onto the green swathe over the gas pipe and trees added to the streets.
- Green roofs have been added to 9 plots - Plots 46, 47, 48, 55, 56, 57 and 62, 63, 64.

#### **8.9 Pre-Application Developer Briefing**

8.10 The applicant's response to comments made by Members in the briefing are:

- The design rationale is to celebrate the transition from urban to rural:
  - to weave nature into the neighbourhood; establish a clear hierarchy of spaces;
  - cherish the link between architecture and landscape;
  - re-establish our lost relationship with nature;

- encourage a modal shift;
- create a happy neighbourhood with spaces for all and;
- health, wellbeing and connection to the land.
- All dwellings have a least 2 aspects.
- Easily accessible cycle parking for all dwellings.
- Car club space would remain at 1, but a car would be provided. Car parking spaces would remain policy compliant. Biodiversity net gain is intended to be a minimum of 10%. Condition 29 – Off-Site Ecological Enhancements and Condition 32 – Ecological Design Strategy, of the outline permission are required to be met prior to the commencement of development.
- EV charging provision for all dwellings is intended. Condition 43 – EV Charging Provision of the outline permission requires a strategy to be submitted for approval prior to above ground works.

### **8.11 Principle of Development**

8.12 The principle of the development has been established as acceptable under the approved outline permission reference number 19/1168/OUT (and 19/1168/NMA1) for GB2. The GB2 site has been allocated for residential development under Policy 27 of the Cambridge Local Plan 2018.

8.13 The approved outline planning permission consists of Parameter Plans for Land Use, Urban Form, Landscape and Movement and Access. The submitted scheme is sufficiently in line with the Parameter Plans and officers can see no objections in this regard.

### **8.14 Housing Provision**

8.15 The outline planning permission requires any reserved matters application to provide a balanced mix of dwelling sizes, types and tenures to meet projected housing needs. The S106 Agreement requires no less than 40% of the dwellings to be affordable. 75% of the affordable housing units are to be affordable rented housing and/or social rented dwellings and 25% are to be intermediate housing, unless otherwise agreed in writing. This is in accordance with Policy 45 of the Cambridge Local Plan 2018.

8.16 Cambridge's draft Affordable Housing SPD (June 2014) and The Greater Cambridge Housing Strategy 2019-2023 Annex 10: Clustering and Distribution of Affordable Housing Policy, looks to achieve clusters of affordable housing no larger than 25 dwellings for this size of development.

8.17 This scheme for 80 dwellings provides 32 affordable units and therefore meets the policy requirement. The housing mix is based on the Housing Need data and is therefore acceptable. 5% of the units will meet Building Regulations requirement M4(3)a for wheelchair accessible and adaptable.

- 8.18 The tenure mix will provide 75% affordable rent and 25% shared ownership and as such will meet the requirements of the outline permission S106 Agreement and Policy 45.
- 8.19 The affordable housing units will be provided in Zone H and Zone J in the form of semi-detached houses, Podium apartments and Mews housing.
- 8.20 The affordable housing would not be distinguishable from market housing by its external appearance and is well integrated into the scheme. As such, it adheres to the Draft Housing SPD.
- 8.21 All proposed dwellings on site will meet the Nationally Described Space Standards.
- 8.22 **Conclusion**  
Officers, in consultation with the Council's Housing Team, are satisfied that the proposed distribution of the affordable units within the site is appropriate and the level of affordable housing is acceptable and accords with Policy 45 of the Local Plan and the Greater Cambridge Housing Strategy 2019-2023.
- 8.23 Design, Layout, Scale and Landscaping**
- 8.24 Policies 55, 56, 57, 58 and 59 seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully contrasts with existing building forms and materials and includes appropriate landscaping and boundary treatment.
- 8.25 The submitted scheme is sufficiently in line with the Parameter and officers can see no objections in this regard. The 3 phases of the GB2 site will fit together to create a cohesive scheme. A spine road will divide the site with higher density and taller buildings creating a frontage either side. A community square will be centrally located with community/commercial uses on the western/Phase 3 side.
- 8.26 **Urban Design**
- 8.27 The detailed design of the development has been the subject of much negotiation and improvement. The applicant has successfully carried out amendments to overcome concerns expressed by officers and the Cambridge Quality Panel, during the pre-application stage and post-submission of the application. The scheme is now considered to be of a good design.
- 8.28 Condition 6 of the outline permission sets out some general design principles. The scheme is sufficiently in line with these. Higher density and taller buildings are located towards the centre of the GB2 site with lower density and lower buildings to the eastern edge to provide an appropriate transition from the Green Belt into the city.
- 8.29 The Phase 2 site is long and narrow. This has led to the access streets being mostly cul-de-sacs leading off the spine road. They are, for the most part,

shared surfaces terminating in footpaths/ cycleways leading on to the green buffer on the eastern edge. There is to be a U-shaped street at the northern end.

- 8.30 Distinct areas have been created that respond to the different boundary conditions of the site.
- A green eastern edge of a lower density and 2-storey dwellings that take advantage of views over the Green Belt;
  - An urban centre with 3-storey homes and apartments of a finer grain, creating a positive frontage to the primary street and a sense of enclosure and activity around the community square. A green pedestrian and cycle link to the countryside.
  - Mews towards the north comprising compact, 2-storey homes, incorporating accommodation over garages and amenity spaces provided through roof terraces and traditional gardens. The scale and density of the mews, mediate between the finer grain, taller centre and the lower density layout of the green edge.
- 8.31 A footpath/cycleway gently meanders the length of the eastern green buffer, linking Wort's Causeway and Babraham Road. Local play areas, tree planting and swales form part of the layout, with bridges over attenuation basins.
- 8.32 Great Shelford Parish Council, whilst not objecting to the scheme, have raised concern that external materials should be of Cambridge or Burwell white bricks. The general indication is that there would be a variety of materials, including pale and red bricks and timber cladding.
- 8.33 Policies 55 and 56 require materials to respect their context. It is noted that existing dwellings in the area nearest the site, in Babraham Road and Wort's Causeway, are typically rendered or of red brick rather than of traditional Cambridge white bricks. However, materials will need to be submitted for approval under the recommended Conditions 5 and 6.
- 8.34 Great Shelford Parish Council also consider that flat roofs are not sufficient. Whilst the scheme mostly shows pitched roofs, there are several dwellings that include flat roofs. These include the detached dwellings facing onto the green eastern edge. These have been specifically designed as such to minimise their impact on the Green Belt beyond. Other flat roofs provide green roofs. These are considered to be design benefits of the contemporary scheme.
- 8.35 Landscaping  
The existing mature, double hedgerow to the Wort's Causeway edge is to remain.
- 8.36 A gas main runs diagonally through the site which cannot be developed over. This is to form a green park with a play area and community garden with Greenhouse (this is allowed here). Whilst formal allotments did not form part of the outline permission for this site, following Members' comments during the pre-application briefing, the applicant has added the community gardens.

The greenhouse and community garden are intended to be given to a community group, the arrangements for management and maintenance are to be secured by condition (see Condition 11 below).

- 8.37 The larger equipped play areas (LEAP) will be provided within Phase 3. The application scheme will provide 4 local areas of play (LAP). These will be incorporated on the eastern green edge. The play strategy will be based on creating a playable, multifunctional landscape, with formal and informal elements to provide physical and creative challenges and sensory areas.
- 8.38 The submitted drawings, whilst expressing a design-intent for paving, site furniture, play equipment and planting, further details are required which should include detailed planting plans and written specifications, alongside details of site furniture, play equipment and final paving. These details are required to be submitted prior to the commencement of development above ground level, under Condition 41 of the outline permission (amended).
- 8.39 Overall, the proposed development is a high-quality design that would contribute positively to its surroundings and be appropriately landscaped. The proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57 and 59 and the NPPF.
- 8.40 **Central Square**  
The Central Square is the public space to the west of the spine road and will create an open amenity space in front of the commercial uses to be provided under Phase 3 of the development. It is proposed to include both soft landscaped areas. It would contain 26 trees, planted areas, space for market stalls, benches, cycle hoops and a small play element. Full details are required prior to commencement of development above ground level under Condition 41 of the outline permission (amended).
- 8.41 **Conclusion**  
Following negotiations, the scheme has been amended to provide good urban design and well-integrated landscaping. It therefore complies with Policies 55, 56, 57, 58 and 59; outline Condition 9 and 11 and the NPPF.
- 8.42 Carbon Reduction and Sustainable Design**
- 8.43 The outline planning permission for GB2 is supported by a Site Wide Energy and Sustainability Statement. (This accords with the requirements of the Council's Sustainable Design and Construction SPD (2020), Policy 28 – Carbon reduction, community energy networks, sustainable design and construction, and water use, and Policy 29 – Renewable and low carbon energy generation).
- 8.44 Conditions 13 (carbon Reduction Statement), 14 (Water Conservation Strategy) and 15 (Sustainability Statement) of the amended outline permission seek to ensure these measures are carried through at the reserved matters stage.



- 8.45 Condition 13 of the outline planning permission requires the submission of a carbon reduction statement setting out how reserved matters proposals will meet the commitment to reduce emissions by 40%, as set out in the Site Wide Energy and Sustainability Statement. The submitted Sustainability Statement show carbon reduction of between 45.08% and 48.17%. Energy efficiency measures include fabric improvements, air source heat pumps, electric for heating and hot water and photovoltaic panels. The requirements of Condition 13 will therefore be met.
- 8.46 With regard to the proposal to install air source heat pumps, Condition 12 is recommended to ensure any noise mitigation measure that may be required is carried out.
- 8.47 Condition 14 requires the submission of a water conservation strategy setting out how the scheme will meet the requirement to achieve potable water use of no more than 110 litres/person/day, based on either the water efficiency calculator methodology or the standard fittings approach. This information is incorporated within the Sustainability Statement. There are no officer objections to this, and the requirements of Condition 14 will be met.
- 8.48 Condition 15 requires the submission of a Sustainability Statement, which sets out the approach to using the standards fitting approach from Part G of the Building Regulations to achieve the required water efficiency standard. There are no officer objections to this, and the requirements of Condition 15 will therefore be met.
- 8.49 At the Pre-Application Developer Meeting, Members requested dual aspect frontages wherever possible. All homes have achieved this, providing the benefit of cross ventilation.
- 8.50 The application has been subject to formal consultation with the Council's Sustainability Officer who raises no objection to the proposal, subject to Condition 10 below requiring details of the photovoltaic panels.
- 8.51 Conclusion  
The applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with the outline planning permission and consequently in accordance with Local Plan policies 28 and 29 and the Greater Cambridge Sustainable Design and Construction SPD 2020.
- 8.52 Biodiversity**
- 8.53 The Environment Act 2021 and the Councils' Biodiversity SPD (2022) requires development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach is embedded within the strategic objectives of the Local Plan and policy 70.

Policy 70 states that proposals that harm or disturb populations and habitats should secure achievable mitigation and / or compensatory measures resulting in either no net loss or a net gain of priority habitat and local populations of priority species.

- 8.54 Outline planning permission (planning ref: 19/1168/NMA1) for GB2 was granted subject to ecological conditions – Condition 29 – requiring a Scheme of Off-Site Ecological Enhancement to be submitted and approved prior to development, Condition 31 – requiring no development until a Bird Hazard Management Plan, and Condition 32 requiring an Ecological Design Strategy to be submitted and approved before the commencement of development.
- 8.55 Applications to discharge Condition 29 and 32 have been submitted and, following consultation with the Councils Ecologist, have been discharged so far as they relate to Phases 1 and 2. Condition 31 has been discharged so far as it relates to Phase 1, but has yet to be submitted for the rest of the GB2 site.
- 8.56 The Ecological Design Strategy submitted and approved under Condition 32 notes that whilst there are no bat roosts on site, there is an important commuting route along Worts' Causeway. A sensitive lighting scheme has been incorporated into the design to ensure that dark areas for foraging, and dark corridors for commuting, are maintained. As a minimum the dark areas will include the existing hedgerows to the north and west and also the new eastern landscaped buffer. Light spill along the Worts' Causeway corridor will remain below 0.4 lux. This will be secured by Condition 9 below.
- 8.57 **Conclusion**  
In consultation with the Council's Ecology Officer, officers are satisfied that the proposed development would not result in adverse harm to protected habitats, protected species or priority species and achieve a biodiversity net gain. Taking the above into account, the proposal is compliant with Policies 57 and 70 of the Cambridge Local Plan (2018).
- 8.58 Water Management and Flood Risk**
- 8.59 Policies 31 and 32 of the Local Plan require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk. Paras. 159 – 169 of the NPPF are relevant.
- 8.60 The site is in Flood Zone 1 and is therefore considered at low risk of flooding.
- 8.61 A strategic site-wide surface water strategy was approved under the outline planning permission.
- 8.62 Condition 12 of the amended outline planning permission requires a detailed surface water strategy to be submitted for approval as part of the reserved

matters applications. A surface water strategy is provided in Technical Note 12 Rv1 – Discharge of Planning Condition 12.

- 8.63 The management of surface water for this site has been considered by the Lead Local Flood Authority in conjunction with the scheme for the remainder of the GB2 site. Negotiations have taken place additional technical notes have been submitted in order to overcome initial objections.
- 8.64 Surface water will be collected by various means including porous surfaces and a conventional gravity sewer network for roof run off, discharging into a network of swales within the eastern buffer. A pumping station for the GB2 site is to be provided under Phase 1.
- 8.65 The initial objections have been overcome and the Lead Local Flood Authority now raise no objections.
- 8.66 Proposed foul water drainage is included in the submitted Drainage Strategy Plan. It will connect into the existing Anglian Water sewerage network in Babraham Road.
- 8.67 Conclusion  
The applicants have suitably addressed the issues of water management and flood risk, and subject to conditions, the proposal is in accordance with Local Plan policies 31 and 32 and NPPF advice.

### **8.68 Highway Safety and Transport Impacts**

- 8.69 Policy 80 supports developments where access via walking, cycling and public transport are prioritised and is accessible for all. Policy 81 states that developments will only be permitted where they do not have an unacceptable transport impact.
- 8.70 Para. 111 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 8.71 The impact of the development on the existing highway network has been considered at the outline planning application stage and under Phase 1.
- 8.72 Negotiations have taken place to improve the safe use of the proposed shared surfaces and to enable proper servicing of the dwellings. Officers from the County Highway Authority and the Shared Waste Services have taken part in the negotiations. Amendments to the scheme include a slight widening of the access road entrances, the re-configuration of the access road to the north of the site to form a U-shaped street and changes to surface materials and minor adjustments to the position of some dwellings. Overall, the amendments have been minor, but successful in achieving acceptable levels of highway safety and servicing.

- 8.73 **Conclusion**  
The application has been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority and Transport Assessment Team, who, following receipt of amended drawings raise, no objection to the proposal. Subject to conditions (Conditions 2) the proposal accords with the objectives of policy 80 and 81 of the Local Plan and is compliant with NPPF advice.
- 8.74 Cycle and Car Parking Provision**
- 8.75 **Cycle Parking**
- 8.76 The Cambridge Local Plan (2018) supports development which encourages and prioritises sustainable transport, such as walking, cycling and public transport. Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with the cycle parking standards as set out within appendix L which for residential development states that one cycle space should be provided per bedroom for dwellings of up to 3 bedrooms. These spaces should be located in a purpose-built area at the front of each dwelling and be at least as convenient as car parking provision. To support the encourage sustainable transport, the provision for cargo and electric bikes should be provided on a proportionate basis.
- 8.77 The applicant advises that" the main strategy for all streets is seen as pedestrian and cycle dominated spaces where cars and parking are accommodated but not dominating its appearance."
- 8.78 There will be cycleways/footpaths along the spine road and the green buffer on the eastern edge. The proposed streets and green park provide a total of 7 links for cyclists and pedestrians between the spine road and the eastern green buffer. This will provide the site with a good network of cycleways and footpaths to link with existing and proposed paths beyond the site.
- 8.79 Cycle storage for houses will mostly be within the garages. The garage dimensions meet the required standards, for such, set out in Appendix L of the Cambridge Local Plan 2018, enabling easy access to cycles. The applicant considers there to be capacity for cargo bike storage within 31% of all dwellings (52% of houses). This responds to Members comments at the Pre-Application Developers Briefing.
- 8.80 For the 9 Mews homes cycle storage will be either within the garage or within cycle stores with access to the street. Four of these units will have cycle storage in a shed to the rear, with access via the garages. For these 4, a compromise has been made in favour of urban design and the character of the area.
- 8.81 For the apartments in the podium block (Zone H) and the maisonette block (Zone C), secure cycle storage will be at ground floor level within the building.

- 8.82 Officers consider the objectives of Policy 80 in promoting the use of cycles to be at least as convenient as cars, would be satisfactorily achieved.
- 8.83 Car parking
- 8.84 Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with, and not exceed, the maximum car parking standards as set out within appendix L. Outside of the Controlled Parking Zone the maximum standard is no more than 1.5 spaces per dwelling for up to 2 bedrooms and no less than a mean of 0.5 spaces per dwelling up to a maximum of 2 spaces per dwelling for 3 or more bedrooms. The Council strongly supports contributions to and provision for car clubs at new developments to help reduce the need for private car parking.
- 8.85 The number of proposed car parking and visitor spaces would meet the policy requirements. Condition 48 (of 19/1168/NMA1) requires an allocated car club parking space and car club vehicle to be provided prior to first occupation. One car club space is shown on the drawings, and one electric car is proposed in the submitted Sustainability Statement.
- 8.86 The Greater Cambridge Sustainable Design and Construction SPD outlines the standards for EV charging.
- 8.87 Condition 43 of outline planning permission (19/1168/NMA1) requires an Electric Vehicle Charging Point Provision and Infrastructure Strategy to be submitted for approval prior to any above groundwork. This has yet to be submitted. However, the application advises that electric charging points will be provided for each dwelling.
- 8.88 Conclusion  
The proposal is considered to accord with Policy 82 of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD, subject to further submissions required under the outline planning permission.
- 8.89 **Residential Amenity**
- 8.90 Policy 35, 50, 56, 68 and 73 seek to ensure good standards of residential amenity for future occupiers both internally and externally.
- 8.91 Neighbouring Properties
- 8.92 There are no existing neighbouring properties adjoining the site. The dwelling at Newbury Farm has now been demolished. The nearest dwellings are those in Alwyn Road, fronting Babraham Road and Worts' Causeway and are at least 100 metres away. The proposed development would, therefore, have no significant effect on the residential amenities of nearby properties.
- 8.93 Future Occupants

- 8.94 Policy 50 of the Cambridge Local Plan (2018) requires all new residential units to meet or exceed the Government's Technical Housing Standards – Nationally Described Space Standards (2015). All of the proposed dwellings will meet these standards.
- 8.95 The relationship between homes has been considered for privacy and over-domination, taking into account distances and orientation. Officers consider that the relationships would provide for acceptable levels of residential amenity in this respect.
- 8.96 Garden Size(s)
- 8.97 Policy 50 of Cambridge Local Plan (2018) states that all new residential units will be expected to have direct access to an area of private amenity space which should be of a shape, size and location to allow effective and practical use of the intended occupiers.
- 8.98 Policy 51 requires all new residential units to be of a size, configuration and internal layout to enable Building Regulations requirement part M4(2) accessible and adaptable dwellings to be met with 5% of affordable housing in developments of 20 or more self-contained affordable homes meeting Building Regulations requirement part M4(3) wheelchair user dwellings.
- 8.99 Two of the affordable housing units are designed to Part M4 (3) accessibility standards, the remainder would meet Part M4(2).
- 8.100 Private external amenity space will be provided in a variety of ways. The traditional houses will have private gardens. The Podium apartments will be at first and second floor level, with the ground floor providing service facilities. Running through the centre of the block at first floor level is an elevated walkway. Small rear gardens will be provided to the rear of the first-floor units, with additional planted areas in the walkway. At second floor level, the 5 units on the east side will have an outdoor element in the form of a patio or balcony.
- 8.101 The Mews homes are designed to provide the living accommodation over the garages. They will either have a private rear garden or a roof terrace. The maisonettes in Zone C will have rooftop patios.
- 8.102 Site-Wide Provision
- 8.103 Public amenity space will be provided in the open space at the eastern green edge and in the green area over the gas main pipe. There will be 4 Local Areas of Play (LAPS), amounting to 743m<sup>2</sup>. Furniture and play equipment are proposed which include benches for children and adults, planter seating, wooden tepee, balance beams, log climbing frame, swing basket, stepping

boulders and more (see submitted drawing 788-FH-02-00-DP-L-601 Site Furniture and Play Plan).

8.104 Construction and Environmental Impacts

8.105 Policy 35 guards against developments leading to significant adverse impacts on health and quality of life from noise and disturbance. Noise and disturbance during construction would be minimized through conditions restricting construction hours and collection hours to protect the amenity of future occupiers. These conditions are considered reasonable and necessary to impose.

8.106 Hours of construction work and materials delivery are controlled by Condition 25 of the outline planning permission.

8.107 Conclusion

The proposal would have no significant effect on the amenity of any neighbouring properties and would provide acceptable levels of amenity for future occupants of the scheme. It is considered that it is compliant with Cambridge Local Plan (2018) policies 35, 50, 51 and 57.

**8.108 Third Party Representations**

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

<b>Third Party Comment</b>	<b>Officer Response</b>
There should be better distribution of density across the GB2 site	The scheme is in accordance with the proposed spread of density across the GB2 site, as illustrated in the Design and Access Statement approved under the outline planning permission. This is for medium density in the middle of the site, medium to low density to the western side and low density to the eastern, northern and southern edges of the site.
External colours need to be muted to be in keeping with existing properties	The application only gives basic information relating to external materials and their colours. Condition 5 in the recommendation requires details of external materials to be submitted for approval.
Requires dense, mature planting at an early stage to the eastern boundary	This is a requirement of Policy 27 and will be secured by Condition 4 in the recommendation below.
Concern about air pollution from traffic on the A1307	Air quality and traffic generation are matters of principle and were considered at the outline application stage
There is no reference of how the loss of farmland will be addressed	The loss of farmland here is a matter of principle and was considered at the Development Plan and outline application stages.

PV panels and service infrastructure should not be visible on roofs from high ground	PV panels and service infrastructure would be sensitively located and would not have an unduly adverse impact on the character and setting of the development and visual amenities of the area.
Loss of hedgerow and its ecological value due to the proposed road	The existing double hedgerow to the north of the application site, running adjacent Wort's Causeway would remain and would not be adversely impacted by the development. This is known to be a bat commuting route and artificial lighting would not exceed 0.4 lux, secured by Condition 9 below.
Would exacerbate heavy traffic flow	Traffic flow was a matter considered at the outline planning application stage and for the Phase 1 spine road application and not for this Phase 2 reserved matters application.
Concern about impact on water supply	Recent concern over the supply of water and subsequent effect on aquifers is noted. However, this is a matter of principle and was considered at the outline planning application stage.
Allotments should be provided	The provision of allotments on this site is not a requirement under the outline planning permission. However, this scheme does include a community garden.

### **8.110 Other Matters**

#### **8.111 Bins**

8.112 Policy 57 requires refuse and recycling to be successfully integrated into proposals.

8.113 Bin storage, bin collection areas and servicing of waste vehicles have been the subject of much negotiation including with the Shared Waste Service and County Highway Authority. These facilities and services would now be satisfactorily provided. The impact of bin storage and collection areas have also been considered as part of the urban design of the development and officers can see no objections.

#### **8.114 Conditions Submitted in Parallel**

8.115 Through approving this application and the details contained therein, it is considered that this reserved matters application will have met the requirements of Conditions 1, 9, 10, 11, 12, 13, 14, 15, 17, 19 of outline permission 19/1168/NMA1, so far as they relate to Phase 2 of the GB2 site. Please see the table in the recommendation at paragraph 9.2 below.



## 8.116 Planning Balance

- 8.117 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).
- 8.118 The assessment of this application is limited to the reserved matters relating to layout, scale, landscaping, and appearance, to compliance with the outline planning permission. The reserved matters are considered to be in general compliance with the outline permission.
- 8.119 The development provides 80 dwellings and supports the identified housing needs of the area. It accords with Policy 27 – Site Specific Development Opportunities, as part of Proposed Site GB2.
- 8.120 The scheme supports the aims of sustainable development with a range of measures including to mitigate overheating; reduce carbon emissions by 40%; all electric approach; will achieve potable water use of no more than 110 litres/person/day; encourages cycle use to mitigate the impacts of traffic.
- 8.121 The development will minimise its impact on the Green Belt with a reduced density and height to the east and wide planted edge.
- 8.122 Conclusion  
Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.

## 9.0 Recommendation

- 9.1 **(i) Approve reserved matters application reference 22/02646/REM subject to the planning conditions and informatives as set out below, with delegated authority to officers to carry through minor amendments to those conditions and informatives prior to the issuing of the planning permission.**
- 9.2 **(ii) Approve the part discharge of the following outline planning conditions (planning application reference 19/1168/NMA1) in so far as they relate to this reserved matters application site according to the recommendations for each condition set out in the table below:**

Condition	Recommendation
1. Reserved Matters	approve
9. Tree Planting and Landscape Strategy	approve
10. Dwelling Mix	approve
11. Residential Space Standards	approve
12. Surface Water Drainage Strategy	approve
13. Carbon Reduction Statement	approve

14. Water Conservation Strategy	approve
15. Sustainability Statement	approve
17. Noise Assessment	approve (but recommend condition relating to ventilation specifications of windows)
19. Artificial Lighting Scheme	approve

## 10.0 Planning Conditions

### 1. Approved Plans

The development hereby permitted shall be carried out in accordance with the approved plans and documents 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. Roads, Footway and Cycleway compliance

Prior to the occupation of any dwelling, the road(s), footways(s) and cycleway(s) to serve that dwelling shall be constructed to at least binder course surfacing level from the dwelling to the adjoining highway in accordance with details submitted to and approved in writing with the Local Planning Authority.

Reason: in the interests of the satisfactory function of the development and provision of appropriate infrastructure, in accordance with Cambridge Local Plan 2018, Policies 80 and 85.

### 3. Alternative ventilation scheme

Prior to the commencement of development/construction, details of an alternative ventilation scheme for the habitable rooms on the traffic noise affected façade to negate / replace the need to open windows, in order to protect future occupiers from external traffic noise shall be submitted to and

approved in writing by the local planning authority. The ventilation scheme shall achieve at least 2 air changes per hour.

Full details are also required of the operating noise level of the alternative ventilation system and are not to exceed the limits specified within Cundall “noise impact assessment” dated 18<sup>th</sup> August 2022 (rev P02, Doc Ref: 1031475-RPT-AS-001).

The scheme shall be installed before the use hereby permitted is commenced and shall be fully retained thereafter.

Reason: In the interests of residential amenity, in accordance with Cambridge Local Plan 2018, Policy 35.

#### **4. Eastern Edge Tree Planting**

No development shall take place above ground level until the proposed tree planting to the eastern edge has been carried out in accordance with details and a programme previously agreed in writing with the Local Planning Authority.

Reason: To establish an early and appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt, as required by Policy 27 of the Cambridge Local Plan 2018.

#### **5. Materials**

No development shall take place above ground level, except for demolition, 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. The details shall include external features such as window, cills, doors and entrance canopies, shaders, roof cladding external metal work, rainwater goods, edge junction and coping details. 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).

## **6. Sample Panel**

No brickwork above ground level shall be laid until a sample panel minimum 1.5mx1.5m has been prepared on site detailing the choice of brick, bond, coursing, special brick patterning [recessed brick, soldier coursing, stepped brick, vertical projecting brick, hit and miss], mortar mix, design and pointing technique. 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).

## **7. Pumping Station**

No dwellings shall be occupied until the pumping station approved under Phase 1 of the GB2 site has been constructed and is operational.

Reason: in the interests of the satisfactory function of the development and provision of appropriate infrastructure, in accordance with Cambridge Local Plan 2018, Policies 80 and 85.

## **8. Lighting**

Notwithstanding details provided within the application submission, full details of any external lighting along the roads, cycleways and footpath routes within public open space, including specifications for lighting equipment, shall be submitted to and approved in writing by the Local Planning Authority. The details shall be submitted prior to the installation of any external lighting along the roads, cycleways and footpath routes and the development shall be carried out in accordance with the approved details.

Reason: To ensure that there is no conflict with the final lighting positions agreed as part of the S278 Agreement with the County Council, and to ensure the quality of the external lighting meets the requirements of South Cambridgeshire District Council Local Plan policies HQ/1 and SC/9 and Policy 34 of the Cambridge Local Plan 2018.

#### **9. External Lighting – bat corridor**

External lighting overspill over the Worts' Causeway bat corridor shall not exceed 0.4 lux, in accordance with the Ecological Design Strategy by MKA Ecology dated 18<sup>th</sup> January 2023.

Reason: For the protection of local wildlife, in accordance with Cambridge Local Plan 2018, Policy 70.

#### **10. Details of photovoltaic panels**

The approved energy strategy as set out in the Eddeva Park Sustainability Statement April 2022 (Max Fordhams, 28/4/2022), shall be fully implemented prior to the first occupation of the development. Prior to the first residential occupation, a roof plan showing the final layout of the proposed photovoltaic panels along with fixing details/panel specification, shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the agreed details and shall thereafter be retained and remain fully operational.

Reason: In the interests of reducing carbon dioxide emissions (Cambridge Local Plan 2018, policy 28 and the Greater Cambridge Sustainable Design and Construction SPD).

#### **11. Greenhouse**

The proposed greenhouse shall not be erected until details of how its management and maintenance will be secured, including ownership.

Reason: In the interests of the appearance and function of the completed scheme, in accordance with Cambridge Local Plan 2018, Policies 56, 68, and 73.

## **12. ASHP plant insulation**

No Air Sources Heat Pumps shall be installed until a noise insulation/mitigation scheme 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 for the lifetime of the development.

Reason: In the interests of local residential amenity, in accordance with Cambridge Local Plan 2018, Policy 35.

## **13. Removal of Class A P.D. Rights (two storey extensions)**

Notwithstanding the provisions of Schedule 2, Part 1, Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that order with or without modification), no enlargement, improvement or other alteration of the dwelling house(s) consisting of a two-storey rear extension shall be constructed without the granting of specific planning permission.

Reason: In the interests of protecting residential amenity (Cambridge Local Plan 2018 policies 55, 56 and 57).

## **14. Removal of P.D rights for garages**

Notwithstanding the provision of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) the garages shown on the approved plans shall not be converted to habitable space without the granting of specific planning permission.

Reason: In the interests of protecting space that could be used for parking bicycles and alternative sustainable transport modes (Cambridge Local Plan 2018, Policies 57 and 82).

## **Informatives**

1. Attention is drawn to the requirement of detailed specifications to be submitted for approval for hard and soft landscaping under Condition 42, prior to development commencing above ground level.

2. Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policycampaigns/operations-safety/> and CAA CAP1096 Guidance to crane users on aviation lighting and notification ([caa.co.uk](http://caa.co.uk)).

3. Signage

Appropriate signage should be used in multi-function open space areas that would normally be used for recreation but infrequently can flood during extreme events. The signage should clearly explain the use of such areas for flood control and recreation. It should be fully visible so that infrequent flood inundation does not cause alarm. Signage should not be used as a replacement for appropriate design.

4. Pollution Control

Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain times throughout the year. Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.

5. Materials

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

6. Letterboxes

Letterboxes in doors should be no less than 0.7 metres above ground level.

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Background Papers: No further documents.



### **1.Reserved Matters**

Prior to the commencement of any development on a phase, other than demolition, details of the appearance, landscaping, layout and scale, (hereinafter called the 'reserved matters') shall be submitted to and approved in writing by the Local planning authority. For the avoidance of doubt, reference to a "phase" means a phase of development pursuant to any phasing plan agreed pursuant to Condition 4 of this consent. Each phase will come forward as one reserved matters application unless a sub-phase is agreed to in writing by the local planning authority. The development shall be carried out as approved.

Reason: This is an Outline permission only and these matters have been reserved for the subsequent approval of the Local planning authority.

### **2. Time Limit**

Application(s) for approval of the reserved matters shall be made to the Local planning authority before the expiration of three years from the date of this permission. The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

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

### **3. Approved Plans**

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.

#### **4. Phasing**

Details of the phasing of the development shall be submitted to and approved by the Local planning authority prior to the commencement of development and no later than the submission of the application for the first reserved matters. The development shall be carried out in accordance with such approved details.

Reason: To secure the coherent and comprehensive development of the site and a reasonable timescale for the benefit of future occupiers and other residents and ensure compliance with policies 35, 36, 56, 59 of the Cambridge Local Plan (2018).

#### **5. Commercial/Business Floorspace**

The total area of each unit of A1, A3, A4 and/or B1 floorspaces permitted within the site shall not exceed an overall gross external floor area of 100m<sup>2</sup>, unless otherwise agreed in writing with the local planning authority.

Reason: To ensure the amount and type of retail floorspace is appropriate to the site, the function of the local centre and in the interests of the vitality and viability of the existing retail function of the locality, in compliance with the NPPF.

#### **6. Parameter Plans and Design Principles**

Any reserved matters submissions shall be in accordance with approved parameters plans and the following principles:

- a)The design of the central part of the development shall include buildings with a fine grain to create an attractive transition from the proposed apartment blocks to the proposed mews courts areas;
- b)Servicing requirements for the proposed non-residential uses should not have a detrimental effect on the streetscape or outlook of residents;
- c)Access arrangements for deliveries and bin collection to homes without vehicular access to their front need to be designed and tested from the outset of preparing the reserved matters application;

- d) Turning heads on dead-end streets need to be designed to look like spaces to avoid road infrastructure dominating the green edges;
- e) Reservation of sufficient spaces alongside the adopted part of the primary street (if any) for planting large species trees, aiming to break up the massing of the proposed larger/taller buildings in the central part of the development; and
- f) The layout of the south-eastern portion of the development should aim as primary objective the creation of an appropriate transition from the Green Belt into the city, with design cues taken from existing development forms and alignments along Babraham Road.

Reason: To ensure that the development is in keeping with the character of the area, is designed to be attractive, high quality, accessible, inclusive and safe, in line with policies 56, 57 and 59 of the Cambridge Local Plan (2018).

## **7. Further Principles**

Any reserved matters submissions shall be in accordance with approved parameters plans and the following principles:

- a) Plant and lift over runs are to be delivered within the stated height parameters;
- b) The roofscape of the development and particularly of the taller buildings at the central part of the development needs to be articulated to ensure that the massing doesn't dominate the skyline;
- c) Reservation of sufficient space to plant large species trees around and throughout the development to create, in time, a layering effect of treetops and roofs;
- d) Reservation of sufficient space around the retention basins so that they are not too close to buildings;
- e) Reservation of sufficient space on green boundaries to comfortably accommodate large species trees and understorey planting, play areas, sustainable drainage, footpaths, and other proposed use;
- f) Reservation of sufficient space for multi-purpose sustainable drainage features to be integrated into the landscape without losing amenity space or green space value; and
- g) The high-pressure gas pipeline building proximity of 29m and easement zone of 28.6m are to be maintained as such, contributing to the landscape and biodiversity

enhancement of the site or any other use strictly permitted by the relevant authorities.

Reason: To ensure that the development is in keeping with the character of the area, is designed to be attractive, high quality, accessible, inclusive and safe, in line with policies 55, 56, 57, 59 and 60 of the Cambridge Local Plan (2018).

### **8. Primary Street Cycle Route**

Notwithstanding further requirements by the Highways Authority, any reserved matters proposal including details of the primary street shall observe the inclusion of a safe cycle route segregated from traffic, to facilitate safe access to the central square and to the community facilities provided, as intended for residents within a wider catchment area.

Reason: To demonstrate prioritisation of access by walking and cycling and to ensure that the development is accessible for all, in line with policies 56, 59 and 80 of the Cambridge Local Plan (2018).

### **9. Tree Planting and Landscape Strategy**

As part of any reserved matters application a Tree Planting and Landscape Strategy shall be submitted to and approved in writing by the Local planning authority. The strategy shall ensure appropriate integration of trees, sustainable drainage, movement and access, public art, utilities and regional infrastructure easements, amenity and play. The Strategy will include dimensioned cross sections where relevant.

Reason: To secure the coherent and comprehensive development of the site and ensure compliance with policies 56, 59 and 60 of the Cambridge Local Plan (2018).

### **10. Dwelling Mix**

As part of any reserved matters application proposing dwellings, a balanced mix of dwelling sizes, types and tenures will be included to meet projected future household

needs within Cambridge. The mix of dwellings and tenure types shall have regard to the differing needs for different unit sizes of affordable housing and market housing.

Reason: To ensure a balanced mix of dwellings which meet the needs for different unit sizes of affordable housing and market housing, in line with Policy 45 of the Cambridge Local Plan (2018).

### **11. Residential Space Standards**

Any reserved matters applications proposing dwellings shall demonstrate through the provision of floorspace details that all dwellings in that application comply with the Residential Space Standards set out under Policy 50 of the Local Plan.

Reason: To ensure a good residential design, in line with Policy 50 of the Cambridge Local Plan (2018).

### **12. Surface Water Drainage Strategy**

Any reserved matters application shall include a detailed surface water strategy pursuant to the phase which approval is sought. The strategy shall demonstrate how the management of water within the reserved matters application site for which approval is sought accords with the approved details of the strategic site wide surface water strategy.

The strategy shall be based upon a SuDS hierarchy, as espoused by the publication 'The SuDS Manual CIRIA C753'. The strategy shall maximise the use of measures to control water at source as far as practicable to limit the rate and quantity of run-off and improve the quality of any run-off before it leaves the site.

The strategy shall be based upon the sitewide principles within the agreed FRA and Drainage Strategy - Addendum (ref: 180724/A Marshall- version 1) dated 15 November 2019 and Technical Note (ref: 180724/A Marshallversion1) date 14th July 2020 unless an alternative site-wide strategy is agreed with the Local planning authority pursuant to this condition and shall include for the phase:

- a) Full results of the proposed drainage system modelling for 3.3% Annual Exceedance Probability (AEP) (1 in 30), 1% AEP (1 in 100) storm events 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 a schematic of how the system has been represented within the hydraulic model;
- b) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;
- c) A plan of the drained site area and which part of the proposed drainage system these will drain to;
- d) Full details of the proposed attenuation, SuDS features and flow control measures;
- e) Site Investigation, test results to confirm infiltration rates and long-term groundwater level measurement;
- f) Temporary storage facilities if the development is to be phased;
- g) A timetable for implementation if the development is to be phased;
- h) 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;
- i) Full details of the maintenance/adoption of the surface water drainage system that shall include ownership and long-term adoption;
- j) Measures taken to prevent pollution of the receiving groundwater and/or surface water. The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF PPG.

Reason: In order to reduce the risk of flooding, to ensure adequate flood control, maintenance and efficient use and management of water within the site, to ensure the quality of the water entering receiving water courses is appropriate and monitored and to promote the use of sustainable urban drainage systems to limit the volume and rate of water leaving the site, in compliance with policies 31 and 32 of the Cambridge Local Plan (2018).

### **13. Carbon Reduction Statement**

Any reserved matters application including a residential component shall be accompanied by a Carbon Reduction Statement, setting out how the proposals meet

the requirement for all new residential units to achieve reductions in CO2 emissions of at least 40% below the Target Emission Rate of the 2013 edition of Part L of the Building Regulations as committed to in the approved site wide Energy and Sustainability Statement for the site (CalfordSeaden LLP, August 2019 Rev 4, Ref K180900). Any changes to this approach as a result of future changes to Building Regulations will be agreed in writing by the Local planning authority. The statement shall demonstrate how this requirement has been met following the outline energy strategy set out in the site wide Energy and Sustainability Statement.

The development will be implemented in accordance with the measures set out in the Carbon Reduction Statement. Where on-site renewable or low carbon technologies are proposed, the statement shall include:

- a) A schedule of proposed on-site renewable energy technologies, their location, design, and a maintenance programme; and
- b) Details of any mitigation measures required to maintain amenity and prevent nuisance.

The proposed renewable/low carbon energy technologies shall be fully installed and operational prior to the occupation of any approved buildings within that phase. No review of the requirements on the basis of grid capacity issues can take place unless written evidence from the District Network Operator confirming the detail of grid capacity and its implications has been submitted to, and accepted in writing by, the Local planning authority. Any subsequent amendment to the level of renewable/low carbon technologies provided on the phase shall be in accordance with a revised scheme submitted to and approved in writing by, the Local planning authority.

Reason: In the interests of reducing carbon dioxide emissions and to ensure that development does not give rise to unacceptable pollution, in compliance with policies 28, 35 and 36 of the Cambridge Local Plan (2018).

#### **14. Water Conservation Strategy**

Any reserved matters application including a residential component shall be accompanied by a Water Conservation Strategy. This shall have regards to the

2020-2025 Water Resources Management Plan by Cambridge Water and include a water efficiency specification for each dwelling type, based on the Water Efficiency Calculator Methodology or the Fitting Approach sets out in Part G of the Building Regulations 2010 (2015 edition). This shall demonstrate that all dwellings are able to achieve a design standard of water use of no more than 110 litres/person/day.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction, in compliance with Cambridge Local Plan (2018) Policy 28.

### **15. Sustainability Statement**

Any reserved matters application for buildings shall be accompanied by a Sustainability Statement setting out how the proposals have integrated the principles of sustainable design and construction into their design. The topics to be covered in the Statement shall include, but are not limited to:

- a) Climate change adaptation including measures to reduce the risk of overheating in all new buildings, following the cooling hierarchy. Priority should be given to the role of green infrastructure and building design, including orientation, ventilation, shading, thermal mass, and cool materials;
- b) Water management;
- c) Site waste management;
- d) Use of materials and embodied carbon;
- e) Wider approaches to sustainable design and construction.

The measures outlined in the Sustainability Statement shall be implemented prior to occupation, unless otherwise agreed in writing by the Local planning authority.

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

### **16. BREEAM**

Any reserved matters application including non-residential development shall be accompanied by a pre-assessment BREEAM report prepared by an accredited



BREEAM Assessor, indicating that the building is capable of achieving the applicable 'excellent' rating as a minimum, with maximum credits achieved for Wat 01.

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

## **17. Noise Assessment**

Any reserved matters application for residential type or other noise-sensitive uses pursuant to this approval shall include a noise assessment of external and internal noise levels and an Acoustic Design and Noise Insulation / Mitigation Scheme Report as appropriate, detailing the acoustic / noise insulation performance specification of the external building envelope of the residential units (having regard to but not exclusively the site layout, building orientation, building fabric, glazing and ventilation) and other mitigation to reduce the level of noise experienced externally and internally at the residential units as a result of high ambient noise levels in the area shall be submitted to and approved in writing by the Local planning authority for that phase.

The Acoustic Design and Noise Insulation / Mitigation Scheme Report shall include a site specific Noise Impact Assessment and shall describe the acoustic design approach that will be followed and provide details of the noise insulation / mitigation measures / features to be used and implemented to reasonably achieve acceptable internal and external noise levels with reference to and in accordance with 'BS8233:2014- Guidance on sound insulation and noise reduction for buildings (or as superseded).

The relevant Reserved Matters Application shall be constructed in accordance the approved Acoustic Design and Noise Insulation / Mitigation Scheme Report and any building noise insulation scheme and any alternative form of ventilation provision as required as part of the scheme shall be fully implemented prior to occupation of the residential units and other noise sensitive development and shall be maintained and retained thereafter within that phase.

The scheme as approved shall be fully implemented and a completion report submitted prior to the occupation of the residential or other noise sensitive development within that phase. The approved scheme shall remain unaltered 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.

### **18. Operational Noise Impact Assessment**

Any reserved matters application incorporating planning use classes other than residential shall include an operational noise impact assessment including, where appropriate, a scheme for the insulation of any building(s) or use(s) / activities and plant / equipment, and consideration of other noise mitigation and management measures (location / layout, engineering and administrative) to minimise the level of noise emanating from the said building(s) or use(s) / activities and plant / equipment shall be submitted to and approved in writing by the Local planning authority .

The approved scheme of noise insulation / mitigation and management shall be fully implemented before the relevant building(s), use(s) / activities, or plant / equipment are occupied (in relation to buildings), commenced (in relation to uses / activities) or operated / used (in relation to plant / equipment) and shall be maintained and retained thereafter in accordance with the approved scheme details.

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

### **19. Artificial Lighting Scheme**

Any reserved matters application pursuant to this approval that includes lighting shall include an artificial lighting scheme to be submitted to and approved in writing by the Local planning authority. The scheme shall include details of any artificial lighting for that phase and an artificial lighting impact assessment with predicted lighting levels at proposed and existing residential properties shall be undertaken. Artificial lighting on and off site must meet the Obtrusive Light Limitations for Exterior Lighting

Installations contained within the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light - GN01:2011 (or as superseded).

The approved lighting scheme shall be installed, maintained and operated in accordance with the approved details / measures.

Reason: To protect the amenity/quality of life of nearby properties and local areas in accordance with Cambridge Local (2018) Policy 34.

## **20. Fume/odour extraction**

Any reserved matters application for non-residential units shall include details of the location of associated ductwork, for the purpose of extraction and/or filtration of fumes and or odours (if any) of the non-residential units to be submitted to and approved in writing by the Local planning authority . The ductwork shall be installed as approved before the use of the relevant non-residential unit hereby permitted is commenced.

Reason: To protect the amenity/quality of life of nearby properties and local areas in accordance with Cambridge Local (2018) Policy 36.

## **21. Traffic Management Plan**

No demolition or construction works shall commence on a phase until a traffic management plan for that phase has been submitted to and agreed in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

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

## **22. Visibility Splay**

Prior to the junction shown on drawing number 180724.X.00-R-C -3037 rev C coming into operation for whatever reason (including the use as a construction access) the proposed forward visibility splays as shown on drawing number 180724.X.00-DR-C-3040 shall be laid out in full, unless the applicant provides

suitable empirical data, in the form of a written report, to the local planning authority clearly demonstrating that a reduced forward visibility splay would operate within the normal range of risks and hazards associated with the use of the highway. If this is the case the reduced forward visibility splay shall be laid out in full prior to the junction shown on drawing number 180724.X.00-R-C -3037 rev C coming into operation for whatever reason (including the use as a construction access).

Reason: In the interests of highway safety and the Cambridge Local Plan (2018) Policy 80.

### **23. Materials Management Plan**

Prior to importation or reuse of material for the development (or phase of) a Materials Management Plan (MMP) shall be submitted to and approved in writing by the local planning authority for that phase. The MMP shall in respect of the phase:

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

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

Reason: To 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.

### **24. Tree Protection**

Prior to any equipment, machinery or materials being brought onto the site for the purpose of development on a phase, including demolition, details of the specification

and position of fencing, or any other measures to be taken for the protection of any trees from damage during the course of development for that phase, shall be submitted to, and approved in writing by, the local planning authority.

The approved details shall be implemented prior to development commencing and the agreed means of protection shall be retained on site until all equipment, and surplus materials have been removed from that phase. Nothing shall be stored or placed in any area protected in accordance with this condition, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the Local planning authority.

Reason: To protect the visual amenity of the area and to ensure the retention of the trees on the site, in line with the Cambridge Local Plan (2018) policies 55, 57, 59 and 71.

## **25. Site Wide DCEMP**

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

- a) Demolition, construction and phasing programme.
- b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.
- c) Construction/Demolition hours which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation.
- d) Delivery times for construction/demolition purposes shall be carried out between 0800 to 1800 hours Monday to Friday, 0800 to 1300 hours on Saturdays and at no time on Sundays, bank or public holidays, unless otherwise agreed in writing by the Local planning authority in advance.
- e) Prior notice and agreement procedures for works outside agreed limits and hours. Variations are required to be submitted to the local authority for consideration at

least 10 working days before the event. Neighbouring properties are required to be notified by the applicant of the variation 5 working days in advance of the works.

f) Soil Management Strategy.

g) Noise impact assessment methodology, mitigation measures, noise monitoring and recording statements in accordance with the provisions of BS 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – noise

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

i) Dust management and wheel washing measures in accordance with the provisions of: o Guidance on the assessment of dust from demolition and construction, version 1.1 (IAQM, 2016). o Guidance on Monitoring in the Vicinity of Demolition and Construction Sites, version 1.1 (IAQM, 2018).

j) Use of concrete crushers.

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

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

m) Screening and hoarding details.

n) Consideration of sensitive receptors.

o) Complaints procedures, including complaints response procedures.

p) Membership of the Considerate Contractors Scheme.

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

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

## **26. Waste Management and Minimisation Plan**

Prior to the commencement of development on a phase, a Detailed Waste Management and Minimisation Plan (DWMMP) for that phase shall be submitted to

and approved by the Local planning authority. The DWMMP shall include details for the phase, in relation to:

- a) Construction waste infrastructure including a construction material recycling facility to be in place during all phases of construction;
- b) Anticipated nature and volumes of waste and measures to ensure the maximisation of the reuse of waste;
- c) Measures and protocols to ensure effective segregation of waste at source including waste sorting, storage, recovery and recycling facilities to ensure the maximisation of waste materials both for use within and outside the site;
- d) Any other steps to ensure the minimisation of waste during construction;
- e) The location and timing of provision of facilities pursuant to criteria a/b/c/d;
- f) Proposed monitoring and timing of submission of monitoring reports;
- g) The proposed timing of submission of a Waste management Closure Report to demonstrate the effective implementation, management and monitoring of construction waste during the construction lifetime of the development;
- h) A RECAP Waste Management Guide toolkit shall be completed, with supporting reference material;
- i) Proposals for the management of municipal waste generated during the occupation phase of the development, to include the design and provision of permanent facilities e.g. internal and external segregation and storage of recyclables, non-recyclables and compostable material, access to storage and collection points by users and waste collection vehicles.

The DWMMP shall be implemented in accordance with the approved details.

Reason: In the interests of maximising waste re-use and recycling opportunities; and to comply with policy CS28 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) and the Recycling in Cambridgeshire and Peterborough (RECAP) Waste Design Guide (2012); and to comply with the National Planning Policy for Waste (October 2014).

## **27. Tree Pits**

No development shall take place on a phase until full details of all tree pits for that phase (if any proposed), including those in planters, hard paving and soft

landscaped areas have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved for that phase.

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

## **28. Earthworks**

No development shall take place on a phase, other than demolition, until details of earthworks, including ground raising related to earthworks balancing across the site have been submitted to and approved in writing by the local planning authority for that phase.

These details shall include the proposed grading and mounding of land areas including the levels and contours to be formed, showing the relationship of proposed mounding to existing vegetation and surrounding landform.

Development shall be carried out in accordance with the approved details for the relevant phase.

Reason: To ensure that the details of the earthworks are acceptable, in accordance with the Cambridge Local Plan (2018) policies 55, 57 and 59.

## **29. Off-Site Ecological Enhancement**

No development shall take place on a phase, other than demolition, until a scheme of off-site ecological enhancement for that phase has been submitted to and approved in writing by the Local planning authority.

The scheme shall include details of the features to be enhanced, recreated and managed for species of local importance both in the course of development and in the future. The scheme shall be carried out prior to the occupation of any part of the relevant phase of the development or in accordance with a programme agreed in writing with the Local planning authority.



Reason: To enhance ecological interests in accordance with Policy 70 of the Cambridge Local Plan (2018).

### **30. Groundworks**

No development shall commence on a phase, other than demolition, until the details of all groundworks for that phase are submitted and approved by the local authority. Details should include protection of ground to be reinstated to landscape; methodology of soil stripping, storage, handling, formation level decompaction, and soil re-spreading.

All groundworks should be carried out in accordance with the approved details and in accordance with the recognised 'Construction Code of Practice for the Sustainable Use of Soils on Construction Sites' Defra publication.

Reason: To ensure that the details of the groundworks are acceptable in accordance with the Cambridge Local Plan (2018) policies 55, 57 and 59.

### **31. Bird Hazard Management Plan**

Development shall not commence on a phase, other than demolition, until a Bird Hazard Management Plan for that phase has been submitted to and approved in writing by the Local planning authority.

The submitted plan shall include details of SuDS to ensure these areas will not result in areas of open water and also to prevent the successful breeding of large gulls.

The Bird hazard Management Plan shall contain for the phase:

- a. monitoring of any standing water within the site temporary or permanent;
- b. Sustainable urban drainage schemes (SUDS) - Such schemes shall comply with Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage schemes (SUDS) (available at [www.aoa.org.uk/policycampaigns/operationsafety/](http://www.aoa.org.uk/policycampaigns/operationsafety/)).
- c. management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' (available at [www.aoa.org.uk/policycampaigns/operations-safety/](http://www.aoa.org.uk/policycampaigns/operations-safety/))
- d. reinstatement of grass areas

- e. maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow
- f. which waste materials can be brought on to the site/what if any exceptions e.g. green waste
- g. monitoring of waste imports (although this may be covered by the site licence)
- h. physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste
- i. signs deterring people from feeding the birds.

The Bird Hazard Management Plan shall be implemented as approved, on completion of the development in the phase and shall remain in force for the life of the building in that phase. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local planning authority.

Reason: To minimise and mitigate the potential for the development to attract and support birds of such species that could endanger the safe movement of aircraft and the operation of Cambridge Airport, in accordance with the Cambridge Local Plan (2018) Policy 37.

### **32. Ecological Design Strategy**

No development shall commence on a phase, other than demolition, until an ecological design strategy (EDS) addressing protection, enhancement, mitigation and compensation for that phase has been submitted to and approved in writing by the Local planning authority. The EDS shall include the following:

- a.Purpose and conservation objectives for the proposed development;
- b.Review of site potential and constraints;
- c.Detailed design(s) and/or working method(s) to achieve stated objectives;
- d.Extent and location/area of proposed works on appropriate scale maps and plans;
- e.Type and source of materials to be used where appropriate, e.g. native species of local provenance;
- f.Birds and bats features;
- g.Timetable for implementation demonstrating that works are aligned with the proposed phasing of development;

- h. Persons responsible for implementing the works;
- i. Details of initial aftercare and long-term maintenance;
- j. Details for monitoring and remedial measures;
- k. Details for disposal of any wastes arising from works.

The EDS shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.

Reason: In the interests of environmental protection in accordance with Policy 70 of the Cambridge Local Plan (2018).

### **33. Archaeological – Written Scheme of Investigation**

No development shall commence on a phase, other than demolition, until the implementation of a programme of archaeological work within that phase and in accordance with a Written Scheme of Investigation for that phase that has been submitted and approved in writing by the Local planning authority or their Archaeological Advisers on their behalf.

The pre-commencement aspects of archaeological work should include:

- a) Submission of a Written Scheme of Investigation that sets out the methods and timetable for the investigation of archaeological remains in the development area, which responds to the requirements of the Local Authority archaeology brief; and
- b) Completion of mitigation fieldwork in accordance with an approved Written Scheme of Investigation.

Reason: To secure satisfactory mitigation measures and to conserve the interest of the historic environment evidence in compliance with paragraph 199 of the NPPF.

### **34. Construction Method Statement**

Prior to the commencement of development on a phase, other than demolition, a detailed construction method statement (CMS) for that phase shall be submitted and approved by the local planning authority in writing. The CMS shall be accompanied by a statement that demonstrates how the proposal accords with the approved site wide Demolition and Construction Environmental Management Plan (DCEMP) under Condition 25. In addition the CMS shall also provide a specific construction

programme and a plan identifying: the contractor site storage area/compound; screening and hoarding locations; access arrangements for vehicles, plant and personnel; building material, plant and equipment storage areas; contractor parking arrangements for construction and personnel vehicles; and the location of contractor offices.

Thereafter the development shall be undertaken in accordance with the agreed details unless otherwise agreed in writing by the Local planning authority.

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).

### **35. Site Contamination**

Prior to the commencement of the development on a phase, other than demolition, investigations required to assess the contamination of that phase shall be submitted to and approved in writing by the local planning authority:

- a) Desk study to include for the phase:
  - o Detailed history of the site uses and surrounding area (including any use of radioactive materials)
  - o General environmental setting.
  - o Site investigation strategy based on the information identified in the desk study.
- b) A report setting out what works/clearance of the site (if any) is required in order to effectively carry out site investigations.

Reason: To adequately categorise the site prior to the design of an appropriate investigation strategy in the interests of environmental and public safety in accordance with Cambridge Local Plan (2018) Policy 33.

### **36. Site Investigation Report**

Prior to the commencement of the development on a phase, other than demolition and the works agreed under Condition 35 and in accordance with the approved investigation strategy agreed under clause (b) of Condition 35, the following shall be submitted to and approved in writing by the local planning authority for that phase:

- a) A site investigation report detailing all works that have been undertaken to

determine the nature and extent of any contamination, including the results of the soil, gas and/or water analysis and subsequent risk assessment to any receptors  
b) A proposed remediation strategy detailing the works required in order to render harmless the identified contamination (if any) given the proposed end use of the site and surrounding environment including any controlled waters.

The strategy shall include a schedule of the proposed remedial works setting out a timetable for all remedial measures that will be implemented.

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

### **37. Archaeology – Post-Excavation**

The post-fieldwork sections of the archaeology programme shall be fully implemented in accordance with the timetable and provisions of the approved Written Scheme of Investigation. This stage of the programme can occur after the commencement of development:

- a) Completion of a Post-Excavation Assessment report and an Updated Project Design for the analytical work to be submitted for approval within six months of the completion of fieldwork, unless otherwise agreed in advance with the Local planning authority;
- b) Completion of the approved programme of analysis and production of an archive report; submission of a publication synopsis and preparation of a publication report to be completed within 18 months of the approval of the Updated Project Design, unless otherwise agreed in advance with the Local planning authority ;
- c) Deposition of the physical archive in the Cambridgeshire Archaeological Archive Facility or another appropriate store approved by the Local planning authority and deposition of the digital archive with the Archaeology Data Service or another CoreTrustSeal certified repository within 1 year of completion of part b.

Reason: To secure satisfactory mitigation measures and to conserve the interest of the historic environment evidence in compliance with paragraph 199 of the NPPF.

### **38. Public Art**

No development above ground level, other than demolition, shall commence (or in accordance with a timetable agreed in writing by the local planning authority), until a site-wide Public Art Delivery Plan (PADP) has been submitted to and approved in writing by the Local planning authority.

The PADP shall include the following:

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

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

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

### **39. Boundary Treatment**

Where relevant on a phase, no development above ground level, other than demolition, shall commence until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatments to be erected for that phase. The boundary treatment shall be completed before the use hereby permitted in that phase is commenced and retained thereafter.

Development shall be carried out in accordance with the approved details.

Reason: To ensure an appropriate boundary treatment is implemented, in line with the Cambridge Local Plan (2018) policies 55, 57 and 59.

#### **40. Cycle Parking**

No development above ground level, other than demolition, shall commence on a phase requiring cycle parking until details of facilities for the covered, secured parking of bicycles for use in connection with that phase of the development hereby permitted shall be submitted to and approved by the local planning authority in writing.

The approved facilities shall be provided in accordance with the approved details before use of the development commences in the relevant phase.

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

#### **41. Hard and Soft Landscaping**

Within any phase pursuant to this approval, no development above ground level, other than demolition, shall commence in that phase until full details of both hard and soft landscape works for that phase 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. Details shall also include dimensioned cross sections through mounds, swales, detention basins and bioretention areas.

Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment);

schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

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

#### **42. Management and Maintenance of Streets**

No development above ground level, other than demolition, shall commence on a phase until details of the proposed arrangements for future management and maintenance of the proposed streets within that phase of the development have been submitted to and approved in writing by the local planning authority.

The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an Agreement has been entered into under Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established.

Reason: To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard, in accordance with the Cambridge Local Plan (2018) Policy 80.

#### **43. EV Charging Point Provision**

Prior to any above ground works within a phase, other than demolition, an Electric Vehicle Charging Point provision and infrastructure strategy including an implementation plan for that phase shall be submitted to and approved in writing by the Local planning authority.

The strategy shall be appropriate for the proposed end use(s) of the development and shall provide full details of the provision of allocated parking spaces for dedicated electric vehicle charging in line with the principles set out in the NPPF, the Cambridge Local Plan and Cambridge City Council's Air Quality Action Plan.



The strategy shall include consideration of both active (slow, fast and rapid) and passive electric vehicle charge point provision and design to enable the charging of electric vehicles in safe, accessible and convenient locations. The Strategy shall include the following for that phase:

- a) 100% provision of a dedicated active slow electric vehicle charge point with a minimum power rating output of 7kW for each residential dwelling with allocated / dedicated on-plot parking;
- b) Minimum 50% provision of dedicated active slow electric vehicle charge points with a minimum power rating output of 7kW for residential dwellings with communal and courtyard parking;
- c) Dedicated Slow electric vehicle charge points with a minimum power rating output of 7kW for at least 50% of non-residential parking spaces and
- d) Either at least one Rapid electric vehicle charge point for each 1,000m<sup>2</sup> non-residential floorspace, or at least one Fast electric vehicle charge point for each 1,000m<sup>2</sup> non-residential floorspace, should a Rapid charge point not be technically feasible
- e) The electric vehicle charge point parking spaces shall be exclusively reserved for electric vehicle charging.
- f) 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.
- g) Electric vehicle charge points shall be compliant with BS7671 and BS61851 or as superseded.

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

#### **44. Green Roofs**

Prior to any superstructure works commencing on a phase, details of any biodiverse (green) roof(s) for that phase shall be submitted to and approved in writing by the Local planning authority prior to any superstructure works commencing on site.

Details of the green roof(s) shall include means of access for maintenance, plans and sections showing the make-up of the sub-base to be used and include the following:

- a) Roofs can/will be biodiverse based with extensive substrate varying in depth from between 80-150mm,
- b) Planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (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,
- c) The biodiverse (green) roof 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 or repair, or escape in case of emergency,
- d) The biodiverse roof(s) shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter,
- e) 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,
- f) A management/maintenance plan approved in writing by the local planning authority,
- g) Evidence of installation shall be required in photographic form prior to handover.

Reason: To ensure the development provides the maximum possible provision towards water management and the creation of habitats and valuable areas for biodiversity, in line with the Cambridge Local Plan (2018) Policy 31.

#### **45. Pedestrian Cycleway north of Wort's Causeway**

Prior to the first occupation of the development, details of a 2.5m wide shared pedestrian and cycleway on the north side of Worts' Causeway, between the existing bus gate and the junction with Field Way shall be submitted to and approved in writing by the Local planning authority.

This shall include scaled and dimensioned plans and sections showing any proposed hard and soft elements. Development shall only be carried out in accordance with the approved details and as part of a S278 agreement.

Reason: To mitigate the impact of the development and in support of the sustainable access to the development, in compliance with policies 80 and 81 of the Cambridge Local Plan (2018).

#### **46. Shared Path to West Boundary**

Prior to the first occupation of the development, details of the 3m wide shared pedestrian and cycle path (with space allocated to equestrians) on the western boundary of the site between Worts' Causeway and Babraham Road shall be submitted to and approved in writing by the local planning authority, in consultation with the Cambridgeshire County Council. This shall include scaled and dimensioned plans and sections showing any proposed hard and soft elements.

Development shall only be carried out in accordance with the approved details.

Reason: To mitigate the impact of the development and in support of the sustainable access to the development, in compliance with policies 80 and 81 of the Cambridge Local Plan (2018).

#### **47. Visibility Splays**

Prior to the first occupation or bringing into use of the development hereby permitted, visibility splays shall be provided each side of the vehicular access in full accordance with the details indicated on drawing 180724-X-00-DR-C-3033. The splays shall thereafter be maintained free from any obstruction exceeding 0.6m above the level of the adjacent highway carriageway.

Reason: In the interests of highway safety, in line with the Cambridge Local Plan (2018) Policy 80.

#### **48. Car Club Parking**

The provision of an allocated car club car parking space and car club vehicle shall be agreed prior to first occupation of the development hereby permitted and maintained thereafter.

Reason: In the interests of encouraging more sustainable forms of travel/transport and to reduce the impact of development on local air quality, in accordance with the policies 36 and 80 of the Cambridge Local Plan (2018).

#### **49. Foul Sewer**

Prior to first occupation, a scheme for the discharge of water drainage (and trade effluent where appropriate) from the proposed development to the public foul sewer with the prior approval of Anglian Water Services Ltd Foul should be submitted to the Local planning authority. Anglian Water Services Ltd. should be satisfied that the sewerage and sewage disposal systems serving the development have sufficient capacity to accommodate the additional flows generated by the development or confirm that a connection is not reasonably available. If there is connection reasonably available but without capacity in either of the sewers, the Environment Agency must be satisfied with the alternative methods of disposal within the proposed scheme.

Reason: To ensure water is adequately managed without causing pollution or flooding, in compliance with Cambridge Local Plan (2018) policies 28, 30 and 31.

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

Prior to first occupation or the bringing into use of the development on a phase, a landscape maintenance and management plan for that phase, 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 for that phase 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, to satisfy the Cambridge Local Plan (2018) policies 55, 57 and 59.

### **51. Travel Plan**

Prior to first occupation of any phase of the development a Travel Plan for that phase shall be submitted to and approved in writing by the local planning authority. The Travel Plan shall include the provision of cycle discount vouchers and/or bus taster tickets, and specify further methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking.

The Travel Plan shall be implemented as approved upon the occupation of the relevant phase of the development and monitored in accordance with details to be agreed in writing by the Local planning authority.

Reason: To mitigate the impact of the development and in the interests of encouraging sustainable travel to and from the site, in compliance with policies 80 and 81 of the Cambridge Local Plan (2018).

### **52. Remediation Strategy**

Prior to the first occupation of a phase of the development, the remediation strategy approved under clause (b) to Condition 36 shall be fully implemented on site following the agreed schedule of works, if any remediation is required for that phase.

Reason: To ensure full mitigation through the agreed remediation measures in the interests of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

### **53. Completion of Remediation**

Prior to the first occupation of a phase of the development, the following shall be submitted to and approved by the local planning authority, if any remediation is required for that phase:

a) A completion report demonstrating that the approved remediation scheme as required by Condition 36 and implemented under Condition 52 has been undertaken and that the land has been remediated to a standard appropriate for the end use.

b) Details of any post-remedial sampling and analysis (as defined in the approved material management plan) shall be included in the completion report along with all information concerning materials brought onto, used, and removed from the development.

The information provided must demonstrate that the site has met the required clean-up criteria. Thereafter, no works shall take place within the phase such as to prejudice the effectiveness of the approved scheme of remediation.

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

#### **54. Fire Hydrants**

Prior to first occupation of the development on a phase, fire hydrants shall be installed and fully operational in accordance with a scheme for the provision of fire hydrants for that phase, that has been submitted to and approved in writing by the local planning authority.

Reason: To ensure the provision of adequate water supply infrastructure to protect the safe living and working environment for all users and visitors in accordance with Cambridge Local Plan (2018) policies 56, 57 and 85.

#### **55. Unexpected Contamination**

If unexpected contamination is encountered whilst undertaking the development which has not previously been identified on a phase, works shall immediately cease on that phase until the Local planning authority has been notified and the additional contamination has been fully assessed and remediation approved following steps (a) and (b) of Condition 36 above. The approved remediation shall then be fully implemented under Condition 52.

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

#### **56. Servicing of Commercial Units**

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

Reason: To protect the amenity/quality of life of nearby properties and local areas in accordance with Cambridge Local Plan (2018) policies 35 and 36.

#### **57. Drainage onto Public Highway**

The proposed access ways shall be constructed so that their falls and levels are such that no private water from the site drains across or onto the adopted public highway. The use of permeable paving does not give the Highway Authority sufficient comfort that in future years water will not drain onto or across the adopted public highway and physical measures to prevent the same must be provided.

Reason: for the safe and effective operation of the highway, in line with the Cambridge Local Plan (2018) Policy 80.

#### **58. Open Space Provision**

In the event the landscaped area over the gas pipeline building proximity zone (BPD) of 29m and easement zone of 28.6m is not included in the on-site open space provision for health and safety reasons, the applicants shall endeavour to replace any shortfall of open space provision elsewhere on the site. The local planning authority must be satisfied that all means have been explored to achieve 100% of on-site open space provision, before considering an exceptional circumstance and accepting an off-site alternative to meet this provision.

Reason: To ensure the successful integration of open space into a proposed development, in line with Policy 68 of the Cambridge Local Plan (2018).



**22/02646/REM Land at Newbury Farm, Babraham Road, Cambridge**

**Documents List**

**Chadwickdryerclarke**

Stage 2 Report 25/08/2021

Stage 3 Report 22/02/2022

Pre-app 03 Report 25/11/2021

Design and Access Statement May 2022

Design and Access Statement Addendum March 2023

Planning Addendum 20/09/2022

Planning Addendum – Refuse 20/02/2023

**Brookbanks**

Technical Note 25: Phase 2 Vehicles Tracking Report 28/03/2023

Farrer Huxley

Planting Schedule rev P6

RMA Addendum Report rev R1

Technical Note 12: Discharge of Planning Condition 12, 10771 rev 2 20/09/2022

Technical Note 15: Phase 2 RMA Response to LLFA comments, Brookbanks, 10771  
02/08/2022

Technical Note 20: Phase RMA Response to LLFA comments, Brookbanks, 10771  
20/09/2022

Technical Note 24: Phase 2 RMA Response to LLFA comments, Brookbanks, 10771  
11/11/2022

Lighting Assessment rev R5 by WLC

Lighting Aerial Plan WLC677-AP-001 rev R0

Lighting Contour Plan WLC677-CP-001 Rev R4

Noise Impact Assessment rev P02 by Cundall

Sustainability Statement April 2022

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Drawing Register & Issue Sheet

788-FH-01-DS-01

**FARRER  
HUXLEY**

Project No (FH): 788-FH		Day																			
Project Title : Eddeva Park - Phase 1A & 1B - Infrastructure		25	08	22	07	20	06	27													
Client Name: This Land		Month																			
Client Project No (if known): -		08	04	04	06	06	04	04													
Comments: Reserved Matters Application		Year																			
		21	22	22	22	22	23	23													
Drawing No.	Drawing Title	Drawing Scale	Drawing Size	Planning	Planning	Planning	Planning	Planning	Planning	Planning	Planning										
<b>PLANS:</b>																					
788-FH-01-00-DP-L-101	Landscape General Arrangement Plan	1:750	A1	P1	P5	P7	P8	P9	P10	P11											
788-FH-01-00-DP-L-102	Landscape General Arrangement Plan 1 of 2	1:250	A1	P1	P4	P5	P6	P7	P8	P9											
788-FH-01-00-DP-L-103	Landscape General Arrangement Plan 2 of 2	1:250	A1	P1	P4	P5	P6	P7	P8												
788-FH-01-00-DP-L-401	Soft Landscape Plan	1:750	A1	P1	P4	P4	P5	P6													
788-FH-01-00-DP-L-402	Tree Planting Plan	1:750	A1	P1	P5	P6	P7	P8													
788-FH-01-00-DP-L-403	Tree Planting Plan existing	1:750	A1	P2																	
788-FH-01-00-DP-L-404	Hedgerow Removal Plan - For Information Only	1:750	A1					P1													
<b>DETAILS:</b>																					
788-FH-01-00-DT-L-201	Typical Paving Details	1:10	A1	P1	P4	P4															
788-FH-01-00-DT-L-401	Typical Tree Pit Details	1:20	A1	P1	P3	P4	P5	P6													
788-FH-01-00-DT-L-402	Typical Planting Details	1:10	A1	P1	P4	P5															
788-FH-01-00-DT-L-403	Typical tree pit trench Typical Tree Pit Location Plan	1:500	A1		P3	P4	P5	P6													
788-FH-XX-00-DT-L-701	Pumping Station / Screening							P2													
<b>DOCUMENTS:</b>																					
788-FH-RP-03	Phase 1A & 1B RMA Landscape Report		A3																		
788-FH-SH-01	Planting Schedule Phase 1A & 1B		A4		P6	P7	P8	P9													
<b>Distribution</b>																					
This Land				x																	
Brookbanks				x	x	x	x	x	x	x											
CDC Architects				x																	
BPTW Planning									x	x	x										
Format: e = electronic, p = paper				e	e	e	e	e	e	e											
Issued by (Issuer's Initials):																					
Transmittal Note No:																					

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# Drawing Issue Record

Project	10771 - Eddeva Park	
Project Phase	80 Unit RMA	
Project Manager	Richard Moorcroft	

We enclose copies of the drawings listed below.

Civil Engineering	Issue Date	Day	Month	Year	Issued by	17	27	3	24	7	11	14	16	17	30	1	7	8	2	5	12	1	14	21	10	14	15	17	30	20	23	27	03	28	30	05	28					
						8	9	11	11	12	2	2	2	2	3	4	4	4	5	5	5	9	09	09	11	11	11	11	11	02	02	02	02	03	03	03	03	04	04			
						21	21	21	21	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
						RM	RM	RM	RM	RM	RM	RM	RM	RM	RM	RM	RM	RM	RM	RM	RM	RM	RM	RM	RM	RM	RM	RM	RM	PB	PB	PB	PB	PB	PB	PB	PB	PB	PB	PB	PB	PB
Phase 2 Development Drainage Strategy Plan	10771-SK-100	1							A						B					C		D														F	G					
Phase 2 Development Vehicle Tracking	10771-SK-101	1							-																																	
Phase 2 Development FFL Strategy	10771-SK-102	1							-																													H	J			
Phase 2 Vehicle Tracking	10771-SK-103	1											A		B	C	D																									
Phase 2 Drainage Layout	10771-SK-104	1												A																							E	F				
Phase 2 Earthworks Layout	10771-SK-105	1																																				C	D			
Street Lighting	10771-SK-106	1												A																												
Standard Details	10771-SK-107	1																																								
Phase 2 Development Private Car Swept Paths	10771-SK-108	2																																								
Phase 2 Parcel Highway Geometry	10771-SK-109	1																																				C	D			
Phase 2 Exceedence Routing	10771-SK-110	1																																					C	D		
Phase 2 Swale Sections	10771-SK-111	1																																					C	D		
Phase 2 Vehicle Tracking	10771-SK-112	3																																					C	D		
Phase 2 Vehicle Tracking	10771-SK-113	4																																					E	F		
Phase 2 Vehicle Tracking	10771-SK-114	5																																					E	F		
Phase 2 Vehicle Tracking	10771-SK-115	6																																					D	E		
Phase 2 Vehicle Tracking	10771-SK-116	7																																					D	E		
Phase 2 Vehicle Tracking	10771-SK-117	8																																					E	F		
Phase 2 Vehicle Tracking	10771-SK-118	9																																					E	F		
Phase 2 Vehicle Tracking	10771-SK-117	8																																								
Phase 2 Vehicle Tracking	10771-SK-118	9																																								
Phase 2 7.5t Box Van Vehicle Tracking	10771-SK-119	1																																								
Phase 2 Refuse Vehicle Vehicle Tracking	10771-SK-120	1																																								
Phase 2 Zone J Refuse Vehicle	10771-SK-123	1																																								
Phase 2 Corduroy Paving Layout	10771-SK-125	1																																					A			
Phase 2 Corduroy Paving Layout	10771-SK-126	2																																				A				
Phase 2 Vehicle Tracking Apartment Parking	10771-SK-130	1																																								

Purpose of Issue																																								
Preliminary																																								
For Comment				X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
For Approval							X																																	
For Tender																																								
For Construction																																								
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Other																																								

Issued to																																									
Name	Company																																								
	This Land	X	X	X		X																																	X	X	
	CDC								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		
	Farrer Huxley																																							X	
	Tenderers					X																																		X	
	Cambridgeshire County Council																																							X	
	LLFA					X																																			
	Mace																																							X	
	Cole Easdon (RSA)																																						X	X	
	BPTW																																						X	X	X

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# Cambridgeshire Quality Panel

Eddeva Park (GB2) Reserved Matters

Friday 7<sup>th</sup> January 2022

Virtual Meeting

Panel: Lynne Sullivan (chair), Ashley Bateson, Lindsey Wilkinson, Oliver Smith, Phil Jones and Steve Platt.

Local Authority: James Truett (GCSP), Yole Medeiros (GCSP), Chenge Taruvinga (GCSP).

Observers: Joanne Preston (GCSP), Bonnie Kwok (GCSP), Maggie Baddeley (Chair of Greater Cambridge Design Review Panel)

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.

## **Development overview**

This Land Limited proposes a reserved matters (REM) application for the appearance, landscape, layout and scale, for the erection of 80 residential dwellings (Phase 2) of the development granted outline permission on 24 May 2021 (19/1168/OUT, as amended by 19/1168/NMA1). The Quality Panel reviewed the outline application on 20 November 2019.

The outline permission included the full approval of both access onto Worts' Causeway and Babraham Road (i.e., not a reserved matter). Currently there is a live reserved matters application (21/04186/REM) for Phase 1, for the appearance, landscape, layout and scale of the main infrastructure, including the primary street and the southern gateway, along with the respective provision of a local area of play, foot and cycle ways and SuDS elements. The reserve matters application also includes utilities and engineering works to cater for this area and for the central square. This reserve matters application is not the subject for this review.

## **Presenting team**

The scheme is promoted by This Land, with BPTW and Chadwickdryerclarke Studio architects and Farrer Huxley landscape design. The presenting team is:

David Akham (bptw), Robin Dryer (chadwickdryerclarke studio), Mark Clarke (chadwickdryerclarke studio), Richard Moorcroft (Brookbanks), Khalid Shaban (This Land), David Lewis (This Land), Maveika Menzel (Farrer Huxley), Isabelle Milne (Farrer Huxley), Kiru Balson (Max Fordham)

## **Local authority's request**

Officers from Greater Cambridgeshire Shared Planning have asked the Panel to focus on the tenure distribution of social and affordable rented units, landscape, and sustainable drainage.

## **Cambridgeshire Quality Panel summary**

The Panel thanked the presentation team for their comprehensive presentation. Eddeva Park (GB2) will be an exciting development and there are elements the Panel supported including being an all electric development. However, some of the



aspirations were not being met, and more detail was needed to ensure they were deliverable.

Whilst this review is for phase 2 more consideration of phase 1 was needed to demonstrate there was cohesion between the two.

The strategy to embed landscape in the development is laudable but is not being delivered and requires re-thinking. The Panel acknowledged the constraint of the gas pipe easement. The eastern edge buffer was also creating a constraint as a lot of uses were being concentrated in this area.

These views are expanded upon below, and include comments made in closed session.

***Community – “places where people live out of choice and not necessity, creating healthy communities with a good quality of life”***

The Panel noted this part of Cambridge had few facilities, and the nearest primary school was 2 miles from the site. Early provision of community facilities is important for the emerging community of residents. It is unfortunate such provision is proposed for later phases of the development.

The eastern edge is a multifunction space and hosts several LAPs. The Panel were concerned this space was not sufficiently overlooked to encourage social activity. LAPs should be located along desire lines in parts of the development better overlooked.

The Panel considered the affordable units were not tenure blind as they were in two high density blocks in ‘The Lanes’ and ‘Mews’ character areas. The distribution of social and affordable rented units should be revisited. There was also concern that the decked parking area in Zone H was not overlooked, and that there is a lack of street activity and active frontage around the podium – these could be problematic.

The Panel questioned how the community garden will work and felt more consideration was needed towards its management and use, as they felt the fronts and backs of those homes were potentially both accessible from public space and lacked hierarchy and privacy.

**Connectivity – “places that are well-connected enable easy access for all to jobs and services using sustainable modes”**

The Panel stressed the importance of phase 1 (that includes the principal street and green square) and phase 2 working together. The Panel would like to have a better understanding of the movement hierarchy: how people cross the principal street; where people want to go; and where do the routes connect to?

The Panel raised concern the principal street does not meet LTN 1/20. Cycle provision should be segregated and have priority over the side routes. The promoter explained where space is available the cycle and pedestrian path was being widened.

The Panel observed buildings surrounding the central community square appear to be encroaching into the space indicated at outline. It was important this space, previously represented as the green ‘heart’ of the development, is delivered as per the outline. The Panel were also concerned the inclusion of a swale may create an unusable muddy area and not allow the space to be fully utilised.

The Panel commented there was a need for better legibility throughout the site, including better definition of fronts and backs to dwellings. A number of resident parking is off plot and the allocation of parking is unclear.

Shared surface space for the secondary and tertiary streets was welcomed. The Panel would like to have seen detail of bin storage and how it relates to the collection routing within the development.

The Panel stressed the need for quality cycle parking provision and to avoid conflict with communal car parking provision.

**Character – “Places with distinctive neighbourhoods and where people create ‘pride of place’**

The Panel welcomed the approach to embedding landscape in the development, but the gas main easement (south east of the site) inevitably dominated space allocation, as well as the enlarged buffer on the eastern edge. The Panel appreciated the narrative in the presentation however the integration of landscape as a multi-functional amenity in the wider development was not being delivered.

Five character areas was felt to be too many and was not helping deliver spatial cohesion. More landscape throughout the development could be utilised to better define these areas. It was suggested character areas should not be divided by roads, but that the connecting routes are part and parcel of the character. Nonetheless, the Panel commented the woodland villas seems successful as a distinct character.

**Climate – “Places that anticipate climate change in ways that enhance the desirability of development and minimise environmental impact”**

The Panel welcomed the development being all electric. More detail was needed to demonstrate consideration of this in the design. For example, the location of air source heat pumps, and charging points for electric vehicles. The promoter confirmed each dwelling will have their own air source heat pump, and the Panel commented consideration will need to be given to their location, access and noise impact. The Panel asked for more clarity as to the performance standards the development is aspiring to meet and encouraged the promoter to look to the Future Homes Standard for 2025 and the emerging local plan.

A number of homes had large vertical glazed sections. It was important, and will soon be a building regulations requirement, to model for overheating so that window openings are of an appropriate size.

Integrating landscape in the development mentioned above, will also help in terms of the microclimate and reduce overheating. The Panel encouraged the promoter to consider green roofs and these can work with PVs. The strategy proposes PVs, and the Panel would like to see consideration of roof orientation to maximise their use.

The Panel encouraged the promoter to look further at material selection to reduce whole life carbon.

As Cambridge is an area of water stress, the Panel would like to see more consideration of measures to reduce water consumption, for example rainwater harvesting and rain-fed planting.

**Specific recommendations**

- Better integration between phase 1 and the phase 2.
- Need to understand desire lines to key amenities.

- A large amount of Community space is in the eastern buffer which is poorly overlooked.
- Landscape needs to be better integrated into the development.
- Landscape can help better define character as well as add to climate resilience.
- Appropriate location of swales to not impact on community use space.
- Review distribution of tenure mix as affordable housing is not considered tenure blind.
- Need to review the deck for car and cycle parking to ensure it is a safe space.
- Better clarity on the fronts and backs to dwellings.
- Continue to refine the carbon reduction strategy and consider materials to be used.
- Consider the marketability of homes and using future standards of performance.
- Being an all electric site, design to be informed by the infrastructure needed i.e. the location of air source heat pumps and electric charging points for cars.

The opportunity for ongoing engagement with the developer and design team would be welcomed as the scheme develops.

### **Contact details**

For any queries in relation to this report, please contact the panel secretariat via [growthdevelopment@cambridgeshire.gov.uk](mailto:growthdevelopment@cambridgeshire.gov.uk)

Author: David Carford

Issue date: 24 January 2022

## Appendix A – Background information list and plan

- Main presentation
- Landscape presentation
- Local authority background note
- Promoter note

Documents may be available on request, subject to restrictions/confidentiality.

### SITE CONCEPT



01 WOODLAND VILLAS

02 THE LANES

03  
COMMUNITY  
GARDEN

04  
COURTYARD  
HOUSES

05 MEWS

ILLUSTRATIVE LANDSCAPE PLAN



- Community Square (1)
- Ecological Buffer (2)
- Linear Park with community play and leisure area (3)

# Agenda Item 6



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

## 1.0 Executive Summary

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

## 2.0 Site Description and Context

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

\*X indicates relevance



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

### **3.0 The Proposal**

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

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

#### Block B2

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

#### Block F2

- No proposed amendments to the approved design/scheme.

#### *Overview of Block B2 Proposal*

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

### *Overview of Block F2*

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

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

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

## **4.0 Relevant Site History**

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

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

4.1 The application site falls within the wider CB1 redevelopment site and is within the outline application area associated with permission 08/0266/OUT. This permission has lapsed and there is no automatic fall-back position in respect of the outline either in principle planning matters or planning parameters. However, the outline application is still a material consideration regarding this application as is the extant full planning permission 21/00264/FUL which is implementable and should carry considerable weight in the consideration of the planning issues relevant to this proposal.

4.2 As indicated in the table above, there is relevant planning history regarding both Blocks B2 and F2. A planning application (18/1678/FUL) for an aparthotel and multistorey car park (B2) as well as office space (F2) was refused at planning committee in October 2020. This was refused for two reasons including:

- The proposed development would fail to provide high quality cycling infrastructure and prioritise pedestrians and cycling in the area.

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

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

#### *EIA Screening*

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

## **5.0 Policy**

## **5.1 National**

National Planning Policy Framework 2021

National Planning Practice Guidance

National Design Guide 2021

Environment Act 2021

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

Conservation of Habitats and Species Regulations 2017

Equalities Act 2010

Planning and Compulsory Purchase Act 2004

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

ODPM Circular 06/2005 – Protected Species

Circular 11/95 (Conditions, Annex A)

## **5.2 Cambridge Local Plan 2018**

Policy 1: The presumption in favour of sustainable development

Policy 2: Spatial strategy for the location of employment development

Policy 5: Sustainable transport and infrastructure

Policy 6: Hierarchy of centres and retail capacity

Policy 21: Station Areas West and Clifton Road

Policy 25: Cambridge Railway Station, Hills Road Corridor

Policy 28: Sustainable design and construction, and water use

Policy 29: Renewable and low carbon energy generation

Policy 31: Integrated water management and the water cycle

Policy 32: Flood risk

Policy 33: Contaminated land

Policy 34: Light pollution control

Policy 35: Human health and quality of life

Policy 36: Air quality, odour and dust

Policy 40: Development and expansion of business space

Policy 55: Responding to context

Policy 56: Creating successful places

Policy 57: Designing new buildings

Policy 59: Designing landscape and the public realm

Policy 60: Tall buildings and the skyline in Cambridge

Policy 61: Conservation and enhancement of historic environment

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

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

### **5.3 Neighbourhood Plan**

N/A

### **5.4 Supplementary Planning Documents**

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

### **5.5 Other Guidance**

Mill Road conservation area

### **6.0 Consultations**

#### **6.1 County Highways Development Management – No Objection**

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

6.3 2<sup>nd</sup> Comment – No Objection subject to conditions

#### **6.4 County Transport Team – No Objection**

#### **6.5 Lead Local Flood Authority – Object**

6.6 Objection on the grounds:

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

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



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

**6.7 Environment Agency – No Response**

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

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

**6.8 Anglian Water – No Response**

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

**6.9 Urban Design – No Objection**

6.10 Subject to recommended conditions

**6.11 Access Officer – Neither Objects or Supports**

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

**6.13 Conservation Officer – No Objection**

6.14 Subject to recommended conditions

**6.15 Senior Sustainability Officer – No Objection**

6.16 Subject to recommended conditions

**6.17 Landscape Officer – No Objection**

6.18 Subject to recommended conditions.

**6.19 Tree Officer – No Response**

**6.20 Environmental Health – No Objection**

6.21 Subject to recommended conditions

**6.22 Police Architectural Liaison Officer – No Objection**

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

**6.24 Fire Authority – No Objection**

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

**6.26 S106 Officer – No Objection**

**6.27 Network Rail – No Objection**

**6.28 Cambridge Water – No Response**

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

**7.0 Third Party Representations**

7.1 10 representations have been received.

7.2 Those in objection have raised the following issues:

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

**8.0 Local Interest Groups and Organisations / Petition**

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

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

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

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

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

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

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

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

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

## **9.0 Assessment**

### **9.1 Planning Background**

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

The comprehensive redevelopment of the Station Road area, comprising up to 331 residential units (inclusive of 40% affordable homes), 1,250 student units; 53,294 sqm of Class B1a (Office) floorspace; 5,255 sqm of Classes A1/A3/A4 and/or A5 (retail) floorspace; a 7,645 sqm polyclinic; 86 sqm of D1 (art workshop) floorspace; 46 sqm D1 (community room); 1,753 sqm of D1 and/or D2 (gym, nursery, student/community facilities) floorspace; use of block G2 (854 sqm) as either residential student or doctors surgery, and a 6,479 sqm hotel; along with a new transport interchange and station square, including 28 taxi bays and 9 bus stops (2 of which are double stops providing 11 bays in total), a new multi storey cycle and car park including accommodation for c. 2,812 cycle spaces, 52 motorcycle spaces and 632 car parking spaces; highway works including improvements to the existing Hills Road / Brooklands Avenue junction and the Hills Road/Station Road junction and other highway improvements, along with an improved pedestrian/cyclist connection with the Carter Bridge; and works to create new and improved private and public spaces.

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

## 9.6 Principle of Development

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

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

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

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

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

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

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

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

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

- 9.14 The proposal within this application seeks planning consent for the use of Block B2 to provide 6,680m<sup>2</sup> of office space rather than the approved 125 room apart hotel. The development would fall under Use Class E, more specifically Use Class E(g)i/E(g)ii.
- 9.15 As highlighted above, Policy 21 supports office use within the wider redevelopment of the overall site and that there is a degree of flexibility required to respond to changes and to ensure the overall development is capable of supporting the delivery of the transport infrastructure and improvements to the public realm.

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

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

### *Multi Storey Car Park*

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

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

*Office and Research & Development Use (Block F2)*

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

*Conclusion*

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



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

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

#### **9.41 Design, Layout and Scale**

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

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

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

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

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

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

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

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

#### **9.52 Trees and Landscaping/Public Realm**

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

#### **9.59 Heritage Assets**

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

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

#### **9.68 Carbon Reduction and Sustainable Design**

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

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

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

9.72 The application is supported by:

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

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

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

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

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

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

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

#### **9.78 Biodiversity**

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

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

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

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

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

#### **9.84 Water Management and Flood Risk**

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

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

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

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

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

### **9.98 Highway Safety and Transport Impacts**

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

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

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

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

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

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

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

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

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

### **Cycle Parking**

9.108 The Cambridge Local Plan (2018) supports development which encourages and prioritises sustainable transport, such as walking, cycling and public transport.

9.109 Block B2 would provide an additional 173 cycle parking spaces in comparison to the previously approved scheme 21/00264/FUL. In total Block B2 would provide a total of 223 cycle spaces of which 18 will be sheffield spaces externally, 28 sheffield spaces internally, 3 cargo spaces, 2 DDA spaces and 172 double stacked rack spaces.

9.110 The adopted standards within Appendix L of the local plan states that there must be a minimum of 1 per 30m<sup>2</sup> Gross Floor Area. Block B2 has a Gross Floor Area of 6,680m<sup>2</sup> which would result in the requirement of 223 cycle spaces. The proposal would provide enough cycling parking for more than 555 office staff which is considered an acceptable amount and would accord with the adopted standards.

9.111 For F2, the proposal will provide a total of 124 cycle spaces of which there will be 22 Sheffield stand spaces and 82 double stacked stands with 4 off gauge cycle spaces. Remaining spaces will also be allocated to the Train Operating Companies office. F2 has a Gross Floor Area of 3662m<sup>2</sup> which would result in the requirement of 122 spaces and thus the level of provision accords with the standards.

9.112 A condition is recommended to ensure that a detailed cycle parking layout is submitted to and approved in writing by the local planning authority prior to construction. Subject to this condition, the proposal is compliant with Cambridge Local Plan (2018) policy 82.

### **9.113 Amenity**

9.114 Policy 35, 50, 52, 53 and 58 seek to preserve the amenity of neighbouring in terms of noise and disturbance, overshadowing, overlooking or overbearing.

9.115 Several objections have been received regarding a proposed loss of light, privacy and unacceptable overshadowing impact that the proposal would have on adjacent residential properties.

9.116 The impact that the development has on the adjacent properties was considered in the previously refused planning application 18/1678/FUL. Within that refused application it was considered by officers that Block F2



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

*Sunlight, Daylight and Overshadowing.*

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

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

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

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

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

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

*Enclosure*

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

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

### *Privacy*

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

### *Amendments to Block B2*

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

### **Construction and Environmental Impacts**

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

### *Air Quality*

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

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

- 9.138 Irrespective of the increase in parking numbers in the building itself, the overall number of vehicles entering the site would be unlikely to increase, in addition to this, the measured levels of NO<sub>2</sub> does not exceed the national air quality objective levels. The submitted air quality assessment report states that the change in use from apart hotel to offices, would result in a reduction of vehicle movements.
- 9.139 The Council's Environmental Health Officer has been consulted on the scheme and does not raise any objections subject to the imposition of several planning conditions. These conditions are considered reasonable and necessary to impose.
- 9.140 The application documents confirm that the provision of 25% active slow EV charge points will be provided in the new MSCP. As with the previous application the Environmental Health Officer has stated that these should have a minimum power rating output of 3kW in line with guidance and best practice. The remaining car parking spaces will have passive provision in the form of 'ducts and service risers'. No EVCP's will be installed in the existing surface car park which is to be retained. The provision of 25% slow active EV charge points is considered acceptable and can be secured by condition.
- 9.141 Whilst the objections raised by local residents are noted, the proposed development, subject to the conditions recommended by Environmental Health, the proposal accords with Cambridge Local Plan 2018 policy 36; no adverse effect on air quality in the air quality management area would arise.

#### *Taxi Waiting*

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

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

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

#### *Contaminated Land*

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

#### *Noise/Odour/Lighting*

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

*Summary*

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

**9.156 Third Party Representations**

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

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

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



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

### 9.158 Planning Obligations (S106)

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

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

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

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

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

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

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

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

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

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

### **9.167 Planning Balance**

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

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

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

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

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

## **10.0 Recommendation**

### **10.1 Approve** subject to:

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

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

- 10.2 In the event that the application is refused, and an Appeal is lodged against the decision to refuse this application, delegated authority is sought to allow officers to negotiate and complete the Planning Obligation required in connection with this development

## **11.0 Planning Conditions**

### **Buildings B2 and F2**

#### Start Date

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

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

## Plans

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

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

## Constructions/Delivery Hours

3. No construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays unless agreed otherwise in writing by the local planning authority.

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

## Construction/Delivery Vehicles > 3.5 Tonnes

4. There shall be no collections from or deliveries to the site during the demolition and construction stages by vehicles with a gross weight of less than 3.5 tonnes outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

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

## Construction Vehicles < 3.5 Tonnes

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

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

## Phasing Plan

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

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

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

#### Public Access Public Realm

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

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

#### Chisholm Trail Link

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

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

#### One Station Square

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

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

#### Taxi Management Plan

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

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

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

#### Great Northern Road Third Party Works

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

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

#### Great Northern Road Zebra Crossing

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

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

#### Station Road Bus Stops

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

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

#### Devonshire Road

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

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

#### Hard and soft landscaping

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

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

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

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

#### Landscape Maintenance and Management Plan

- 16.** Prior to the occupation of either building B2 or F2, a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to and approved by the local planning authority in writing. The landscape plan shall be carried out as approved. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the local planning authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved.

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

#### Tree Pits

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



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

#### Maintenance of the Car Park Access Road

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

#### Waste

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

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

#### **Building B2 Conditions**

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

##### *No development above Ground Level*

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

### *Prior to Occupation*

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

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

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

### Public Art Strategy

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

The PADP shall include the following:

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

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

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

### Bird and Bat Boxes

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

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

#### Traffic Management Plan

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

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

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

#### Surface Water

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

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

#### Foul Water

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

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

#### Green Roof

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

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

EV Bespoke – MSCP Electric Vehicle Charge Points

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

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

Electric Vehicle Charging Points

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

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

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

#### Acoustic Report

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

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

#### Plant Noise Insulation

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

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

#### Delivery Hours and Service Plan

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

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

#### Waste Compactor

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

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

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

#### Artificial Lighting

- 33.** Prior to the installation of any artificial lighting on building B2, an artificial lighting scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall include details of any artificial lighting of the site and an artificial lighting impact assessment with predicted lighting levels at existing residential properties shall be undertaken. Artificial lighting on and off site must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light - GN01:20 (or as superseded). The approved lighting scheme shall be installed, maintained and operated in accordance with the approved details / measures.

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

#### Kitchen Extraction Discharge

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

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

#### Odour filtration / extraction

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

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

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

#### Construction, Noise, Vibration and Piling

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

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

#### Dust

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

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

#### Emergency Generator

- 38.** Prior to the installation of the emergency generator on Building B2, a scheme for the insulation of the emergency generator in order to minimise the level of noise emanating from the said generator shall be submitted to and approved in writing by the local planning authority. The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall thereafter be retained as such. The scheme shall include the following:

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

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

### Contamination Conditions B2

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

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

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

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

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

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



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

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

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

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

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

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

#### Sustainability Conditions B2

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

equivalent level of measure shall be applicable to the proposed development.

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

- 45.** Prior to the occupation of the building B2, or within 6 months of occupation, a BRE issued post Construction Certificate has been submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

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

- 46.** The proposed greywater harvesting system for Block B2 shall be fully installed and operational prior to the occupation of any approved buildings and shall thereafter be maintained in accordance with a maintenance programme, which shall be submitted to and approved in writing by the local planning authority prior to the occupation of Block B2.

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

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

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

#### Travel Plan

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

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

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

### Fire Hydrants

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

Reason: In the interests of public safety

### **Building F2 Conditions**

#### Design

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

#### *No development above Ground Level*

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

#### *Prior to Occupation*

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

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

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

#### Bird and Bat Boxes

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

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

#### Privacy

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

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

#### Traffic Management Plan

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

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

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

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

### Surface Water

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

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

### Foul Water

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

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

### Green Roof

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

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

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

#### Acoustic Compliance

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

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

#### Plant Insulation Noise

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

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

#### Delivery hours and Service Plan

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

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

#### Artificial Lighting

**60.** Prior to the installation of any artificial lighting on building F2, an artificial lighting scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall include details of any artificial lighting of the site and an artificial lighting impact assessment with predicted lighting levels at proposed and existing residential properties shall be undertaken. Artificial lighting on and off site must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light -GN01:20 (or as superseded). The approved lighting scheme shall be installed, maintained and operated in accordance with the approved details / measures.

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

#### Kitchen Extractions Discharge

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

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

#### Odour Filtration/Extraction

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

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

#### Construction, Noise, Vibration and Piling

- 63.** No development of building F2 shall commence (including any preconstruction, demolition, enabling works or piling), until a written report, regarding the demolition / construction noise and vibration impact associated with this development, has been submitted to and approved in writing by the Local Planning Authority. The report shall be in accordance with the provisions of BS 5228:2009 Code of Practice for noise and vibration control on construction and open sites and include full details of any piling and mitigation measures to be taken to protect local residents from noise and or vibration. The development shall be carried out in accordance with the approved details only. Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

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

#### Dust

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

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

#### Emergency Generator

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

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

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



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

Contamination Conditions F2

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

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

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

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

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

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

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

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

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

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

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

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

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

The MMP shall include:

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

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

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

#### Sustainability Conditions F2

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

BREEAM 'excellent', a statement shall be submitted identifying how the shortfall will be addressed. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

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

- 73.** Prior to the occupation of the building F2, or within 6 months of occupation, a BRE issued post Construction Certificate shall be submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

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

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

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

Travel Plan

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

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

Cycle Parking

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

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

#### Fire Hydrants

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

Reason: In the interests of public safety

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# Agenda Item 7



<b>Planning Committee Date</b>	Wednesday 5 <sup>th</sup> July 2023
<b>Report to</b>	Cambridge City Council Planning Committee
<b>Lead Officer</b>	Joint Director of Planning and Economic Development
<b>Reference</b>	23/01137/FUL
<b>Site</b>	The Varsity Hotel and Spa, 24 Thompsons Lane, Cambridge, Cambridgeshire.
<b>Ward / Parish</b>	Market
<b>Proposal</b>	Installation of a new all weather lightweight retractable roof canopy and associated works
<b>Applicant</b>	Mr Will Davies
<b>Presenting Officer</b>	Charlotte Peet
<b>Reason Reported to Committee</b>	Public Interest
<b>Member Site Visit Date</b>	Site Visit Recommended
<b>Key Issues</b>	<ol style="list-style-type: none"><li>1. Design, Scale, Layout and Landscaping</li><li>2. Heritage Assets</li><li>3. Amenity</li><li>4. Highway Safety and Traffic</li><li>5. Third Party Representations</li></ol>
<b>Recommendation</b>	<b>Approve</b>

## 1.0 Executive Summary

- 1.1 The application seeks permission for the installation of a new all weather lightweight retractable roof canopy and associated works.
- 1.2 The proposal would introduce a new structure to the rooftop of the building, comprising a steel frame and glazed roof and sides. The retractable elements comprise a retractable awning system within the roof area and guillotine/ telescopic windows that open in the sides. The rest of the structure would remain as a permanent structure above the roof of the existing building.
- 1.3 This application follows a previous application which was refused at Planning Committee 2<sup>nd</sup> November 2022 following Officer recommendation. It was refused for two reasons based on the scale, bulk and design of the structure and the impact to the Cambridge skyline and harm to both designated and non-designated heritage impacts of the proposal. At this time, it was not considered that the harm to heritage assets would be outweighed by public benefits.
- 1.4 The report details that the proposal has been improved following the previous application. Whilst it would continue to result in a prominent addition to the Cambridge skyline, that would result in harm to surrounding heritage assets, it is considered that on balance the public benefits resulting from the proposal would outweigh the harm and therefore be considered acceptable.
- 1.5 Officers recommend that the Planning Committee APPROVE the application.

## 2.0 Site Description and Context

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

- 2.1 The Varsity Hotel is a seven-storey building, approximately 21m tall, used as a hotel and restaurant within the centre of the city adjacent to the quayside area. The Glassworks gym occupy the converted warehouse

which adjoins the application site to the north. To the northeast of the site, the character is predominantly residential and defined by consistent rows of two-storey terraced properties which are designated buildings of local interest. To the southwest, the character shifts, and is defined by taller, commercial use buildings which form part of the quayside area. Beyond this, is the River Cam.

- 2.2 The proposal is located with the Central Conservation Area, within the setting of a number of listed buildings and buildings of local interest which are summarised in the heritage section of this report.

### 3.0 The Proposal

- 3.1 The application seeks permission for installation of a new all weather lightweight retractable roof canopy and associated works.
- 3.2 The proposed development comprises a structure made with a steel frame and glass which would sit across the over the entire rooftop area to provide year-round use of the rooftop. It would involve the removal of the existing balustrade and become a permanent structure on the rooftop. The windows to the side of the structure would be openable through a mechanised guillotine/ telescopic system and the roof would contain an awning system that would retract into the pelmet at the top of the structure when weather allows.
- 3.3 Throughout the consideration period of the application, the applicant submitted further information including a heritage statement and additional verified views to show the impact of the proposal from Magdalene Bridge and Jesus Green and scaled elevations.

### 4.0 Relevant Site History

Reference	Description	Outcome
22/00778/FUL	Installation of a new all weather lightweight retractable roof canopy and associated works.	Refused (Appeal Lodged)
21/05201/NMA1	Non-material amendment of planning permission 21/05201/FUL (Creation of new basement/s for Hotel and Spa) Amendment of basement level, increasing depth by approx 2m	Withdrawn
21/05201/FUL	Creation of new basement/s for Hotel and Spa	Permitted
21/03682/FUL	Creation of new basement/s for Hotel and Spa	Permitted
20/02622/S73	S73 to remove condition 4 (car parking layout) of ref: 09/0447/FUL (Change of use from two residential apartments on 6th floor to six hotel rooms).	Disposed

20/02504/S73	Removal of condition 2 (vehicle parking) of planning permission 08/1610/FUL	Permitted
18/1933/FUL	Erection of a lightweight retractable fabric awning system, together with minimalist sliding glass curtains above the existing glass balustrade on the 6th Floor.	Permitted
15/0396/S73	S73 application to remove the prohibition of restaurant, cafe, bar use on the sixth floor - removal of condition 3 of planning permission 09/0447/FUL.	Permitted
14/0499/S73	S73 application to vary condition 2 of planning permission 08/1610/FUL to remove the part relating to the provision of a disabled parking space to amend to 'provision would be made offering valet parking free of charge for disabled guests'.	Refused
09/0775/S73	Variation of Condition 3 of planning permission 08/1610/FUL to allow the possibility of a restaurant	Permitted
09/0498/S73	Variation of Condition 3 of planning permission 08/1610/FUL to allow the possibility of a restaurant.	Refused
09/0447/FUL	Change of use from two residential apartments on 6th floor to six hotel rooms.	Permitted
09/0344/S73	Variation of condition 3 of planning permission 08/1610/FUL to allow the possibility of a restaurant.	Allowed on appeal
08/1610/FUL	Change of use which involves conversion of an existing apartment block in the centre of Cambridge into a Hotel, with no change to the top floor which will remain residential.	Permitted
04/1270/FUL	Amendments to approved planning permission C/03/0808/FP to achieve acoustic improvements and minor internal changes and increase size of Flat 19, to accommodate these changes by varying Northern, Eastern and Western elevations.	Permitted

- 4.1 The building was originally built as a residential building, however was later converted to a hotel through subsequent applications which first converted the lower floors to hotel use and then the top floor and then added the restaurant. The most recent alterations to the building have been in the form of the creation of a basement for the hotel/spa.
- 4.2 This application follows an application which was previously refused at Planning Committee of 2<sup>nd</sup> November 2022. The reasons for refusal were based on the adverse impact to the Cambridge skyline and the impact to designated and non-designated heritage assets. It was not considered that the public benefits would not have outweighed the harm to designated



heritage assets and that harm would result to non-designated heritage assets to the detriment of the character of the area. The proposal has since been amended following advice from Officers prior to the submission of the current application.

## **5.0 Policy**

### **5.1 National**

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

### **5.2 Cambridge Local Plan 2018**

Policy 1: The presumption in favour of sustainable development  
Policy 2: Spatial strategy for the location of employment development  
Policy 10: The City Centre  
Policy 11: Development in the City Centre Primary Shopping Area  
Policy 28: Sustainable design and construction, and water use  
Policy 31: Integrated water management and the water cycle  
Policy 32: Flood risk  
Policy 34: Light pollution control  
Policy 41: Protection of business space  
Policy 55: Responding to context  
Policy 56: Creating successful places  
Policy 58: Altering and extending existing buildings  
Policy 59: Designing landscape and the public realm  
Policy 60: Tall buildings and the skyline in Cambridge  
Policy 61: Conservation and enhancement of historic environment  
Policy 62: Local heritage assets  
Policy 80: Supporting sustainable access to development  
Policy 82: Parking management

### **5.3 Neighbourhood Plan**

N/A

### **5.4 Supplementary Planning Documents**

Biodiversity SPD – Adopted February 2022  
Sustainable Design and Construction SPD – Adopted January 2020  
Cambridgeshire Flood and Water SPD – Adopted November 2016  
Health Impact Assessment SPD – Adopted March 2011

Landscape in New Developments SPD – Adopted March 2010  
Open Space SPD – Adopted January 2009  
Public Art SPD – Adopted January 2009  
Trees and Development Sites SPD – Adopted January 2009  
Grafton Area Masterplan and Guidance SPD (2018)  
Mitcham’s Corner Development Framework SPD (2018)

## 5.5 **Other Guidance**

Central Conservation Area Appraisal (2017)

## 6.0 **Consultations**

### 6.1 **Conservation Officer – Objection (Further Information Required)**

6.2 A roof extension in this historic context will be readily apparent to residents, workers, and visitors to Cambridge and would be a long-term feature that ought to be of generally acknowledged high quality if it is to be permitted. I do not believe this has been demonstrated nor that there is sufficient material (e.g. detailed drawings and a detailed model), or a convincingly justified case for such an intrusion into the roofscape / skyline.

- When open, the structure would appear as an incongruous skeletal frame further detracting from the surroundings.
- Other than having a “bulky pelmet”, there are no detailed drawings of what the frame/canopy would look like.
- When closed, the structure equates to an extra storey on an already prominent building.
- The applicant’s claim of only “minor level harm” is based on incomplete information and questionable assumptions. There would be significant harm to heritage assets.
- Given 2 & 4, a Planning Balance exercise ought to acknowledge greater than minor level harm – especially given the importance of the heritage assets affected.
- There would be difficulty in granting a planning permission that relies on a planning condition to mitigate/establish design information – as it has not been demonstrated that development accords with policy in principle.

6.3 These are expanded below.

Commentary

6.4 The proposal is for the construction of a structural frame built off the edges of the 6th floor, with a secondary structure (including a “bulkier pelmet” – ref: Design & Access Statement para 1.6) which will allow the retractable roof - its moving parts folding and gathering behind the roof members - and associated motors to be “disguised by the roof members”. ii Cladding to solid sections, would match the existing on the Hotel ie. is to be in “zinc”

grey as the existing upper storeys are (HIA 7.1.5). The perimeter glazing would be telescopic/guillotine in configuration which when open, would have 1100mm high balustrading like the existing glass screen. It is proposed to install low-level infra-red heater units on the “inboard retractable roofing columns.” The existing two smaller 6th floor canopies would be replaced.

- 6.5 Notwithstanding this general description, there is a lack of detailed information on its actual appearance – what would get built if permission was granted. The design is only indicated on the elevation drawings (TVH-AMA-XX-SK-A-10-01 etc) which are entitled “Retractable Roof Visualization” and the roof plan diagrams (whereas for instance, Policy 60 requires “scaled drawings, sections, accurate visual representations and models”). So despite this being described as a lightweight retractable roof canopy, there is no drawn or other information on the dimensions of the “bulkier Pelmet” or the frame that is thick enough to disguise the moving, folding parts and associated motors behind them. It is not just the pelmet we lack dimensions for but for the frame members generally. Nor are there drawings of how the sliding panels would look. There is nothing for the “inboard retractable roofing columns”. In short, there are no lower scaled drawings. The drawings sent latterly with a scale bar are not a substitution for this information. Neither are the proposed materials or finishes of the roof frame structure stated on the application form. We also don't know how noisy and distracting its operation would be and have not seen such a roof in action. If a permission was granted on the current information, little of the resultant appearance apart from the roof frame's layout would be known ahead. Surely, the importance of this city centre area warrants a model, sections, full drawings and decision makers consideration of the working operation of an automated roof (perhaps from an example elsewhere but considered in the Cambridge context).
- 6.6 The building form would be extended upwards by some three metres taken from the existing top floor. For a comparison, this equates to an additional (domestic scale) floor on a building. The frame would in the applicants terms, be “extruded” from the outer edges of the existing building (ie go straight up from the outer walls).The result is to introduce greater presence for a building with upper floors that lack coherent form – to introduce this into a roof/streetscape where in contrast, roof forms are clear and where those taller buildings that do feature are of quality and significance. It is notable that in spite of the importance of the location, the quality of the proposed design has not been tested by the Council's Design Review Panel to independently comment on the design (and on any claim that it successfully contrasts with existing established building forms).
- 6.7 That there would be harm to the conservation area and settings of heritage assets is acknowledged by the applicants submitted Historic Impact Assessment (HIA). However, I do not agree the claimed level of harm. The HIA appears also to be based on the same limited drawings/information available with the application and therefore the

assessment of harm was without full knowledge of the appearance of the structure/roof. It also lacks assessment of setting. Also, it considers that the materials (steel and glass) reflect the roofs of the neighbouring Quayside development but these are predominantly tile and slate viewed from the ground. Further, as guidance tells us, how we experience a conservation area is not restricted to selected set views alone and includes other ways the area is experienced (Historic England guidance GPA3 – The Setting of Heritage Assets). The HIA does not fully take account of the physical or visual disturbance of the moving structure opening and closing. For lighting - during twilight and darkness, the additional storey would be lighted within (by we are told, strip lighting). It would continue to appear as a very prominent illuminated volume against the darkening sky and given it is intended as an all-weather canopy, this is likely to be the case for additional time.

- 6.8 Thus, the factors above mean the applicant's assessment of harm to heritage assets is too low and harm would actually be at a more significant level of the NPPF's "less than substantial".
- 6.9 The NPPF "planning balance" exercise: Lack of a detailed design also means it's contribution to potential harm cannot be fully assessed. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance (NPPF para 199). The weight given to the heritage assets affected in the planning balance needs to be particularly great ("the more important the asset, the greater the weight should be") as they include highly graded Listed buildings and the historic core of Cambridge.
- 6.10 The extension is not demonstrated to be in accord with Local Plan policies (see below) and this would not be mitigated by simply relying on a condition requiring design information.
- A taller building of this nature and also having an automated roof would be out of character here.
  - In decision making, special attention must be paid to preserving or enhancing the character or appearance of the character of the conservation area as per section 72 of the Planning (Listed buildings & Conservation Areas) Act 1990.

#### **Heritage Assets:**

- 6.11 The application site is within the Central conservation area, and forms part of the setting of a number of statutorily and locally listed buildings, including the Grade I Pepys and First Court buildings at Magdalene College, the Chapel at St John's College, also Grade I, the Bright's building at Magdalene College, and Magdalene Bridge, which are both

listed Grade II, and the Buildings of Local Interest on the east side of the north section of Thompson's Lane, both sides of St John's Street, and the west side of Park Parade.

- 6.12 The applicant's submitted HIA (by LanPro) concludes: "that the proposed development will result in less than substantial harm (minor level) on the significance and character of the river Cam corridor of the Central Conservation Area. The design and shape of the proposed canopy will give better continuity with the established upper floors of the Hotel and will also reflect the existing steel and glass rooftops of the neighbouring Quayside development, making it a more cohesive addition to the buildings along the eastern bank of the river Cam."
- 6.13 However, the existing Quayside development roofs present not as "steel and glass" as the applicants suggest, but as pitched tile and slate roofs. To claim to be reflecting the Quayside roofs is false and suggests the level of harm has been underestimated.
- 6.14 The applicants also claim the level of harm is only minor as "the design and shape of the proposed canopy will give better continuity with the established upper floors of the Hotel". This continuity with the upper floors equates to extending the envelope of these floors up another level along with additional skeleton structure. Again, in terms of the additional height, and prominence, this is hardly a sound basis for claiming just minor level harm.
- 6.15 Dealing with views from Jesus Green etc, the HIA conclusions are mixed with skyline assessment. However, a Jesus Green assessment is more to do with impact on the character of the conservation area.

**Policy and Guidance Appraisal regarding Historic Environment:**

- 6.16 Policy 58: Altering and extending existing buildings. Alterations and extensions to existing buildings will be permitted where they:
- a. do not adversely impact on the setting, character or appearance of listed buildings or the appearance of conservation areas, local heritage assets, open spaces, trees or important wildlife features;
  - b. reflect, or successfully contrast with, the existing building form, use of materials and architectural detailing while ensuring that proposals are sympathetic to the existing building and surrounding area;
- 6.17 The proposal would adversely impact assets in (a) above. There is no evidence it would successfully achieve (b) above.
- 6.18 Policy 60. Views analysis for Policy 60 "Tall Buildings", shows for instance, the proposal does not comply with 60(c): scale, massing and architectural quality – applicants should demonstrate through the use of scaled

drawings, sections, accurate visual representations and models how the proposals will deliver a high quality addition to the Cambridge skyline and clearly demonstrate that there is no adverse impact.

- 6.19 Policy 61 Historic Environment, proposals should:
- a. preserve or enhance the significance of the heritage assets of the city, their setting and the wider townscape, including views into, within and out of conservation areas.
- 6.20 The proposal would fail to do so.
- 6.21 NPPF 199. “When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.”
- 6.22 The assets concerned are within the settings of Listed buildings of the highest significance and within the historic core of Cambridge and should be given great weight in the decision on this application.
- 6.23 Section 66 of the Planning (LB & CAs) Act 1990 states that, in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting.....
- 6.24 The proposal does not demonstrate that it successfully resolves the impact of the existing top floor use impact, it simply emphasises the clutter with an open frame or when closed creates a full additional floor that is not sympathetic to the surrounding area
- 6.25 **Urban Design Officer – No Objection**

**Background information /additional comments:**

- 6.26 A previous application (reference: 22/00778/FUL) for a lightweight all-weather canopy was refused because the proposals failed to create a high-quality addition to the Cambridge Skyline due to the excessive scale, bulk and poor detailing of the proposals.
- 6.27 The applicant has since engaged in a series of constructive pre-application discussions to support the revised proposals for the all-weather canopy which form the basis of the submitted scheme. A series of verified views have been prepared and submitted to help with the assessment of

the scheme from surrounding streets and open space as well as from other vantagepoints.

### **Scale, massing and appearance**

- 6.28 The upper floors of the existing Varsity Hotel appear somewhat unresolved with the existing roof terrace balustrade forming a poor termination to the building. The canopies to the floors below, serving the restaurant space, contribute to this piecemeal appearance.
- 6.29 Key challenges set down as part of the pre-application discussions for a revised approach to the canopy were how to achieve a better resolution to the upper floors of the building and in so doing create a more elegant and refined structure to accommodate the canopies.
- 6.30 Working with the existing constraints of the roof structure have posed a significant challenge to creating the framework required to hold the canopies and associated mechanisms which require any structure to be supported off the existing ring-beam at the 6th floor.
- 6.31 Our advice at pre-application discussions was to explore how a more cohesive approach could be achieved that would remove the piecemeal approach of the different canopy design at 6th floor and work with the structure required to support the new canopies on the roof terrace. Modelling the overall form and setting back the deeper pelmet were crucial parts of the required approach.
- 6.32 The proposals create an 'exoskeleton' approach that extend columns up from the 6th floor and over the roof terrace. The top of these columns transition into the supporting beams but are chamfered to drop the horizontal line down at the top of the building and push the deeper pelmet profile back from the edge of the building.
- 6.33 Although the proposed roof terrace structure is visually more apparent than the existing roof terrace details, our view is that the overall approach now results in a much more resolved and refined approach which crucially removes the various and conflicting design approaches of the previous canopy designs. The expression of the columns and their profile is an important part of the design and the elevations show how they sit in front of the pelmet and other cladding to provide articulation and rhythm to the upper floors of the hotel.
- 6.34 The proposed structure is identified in the submitted Design & Access Statement as having the 'tonal qualities of the frame being muted and glazing specifically being non-reflective'. These are important qualities to get right in order that it doesn't appear obtrusive in key views and creates a calm addition to the skyline. Although the planning elevations show the

exoskeleton to be the same colour as the cladding behind, there may be a need to create a subtle contrast between the frame and cladding using a bronze or similar colour. These details can be covered by condition should the application be approved and suggested wording is including in these comments.

### **Visual appraisal**

- 6.35 A series of five verified views have been prepared by Foundation CGI Limited and submitted to show the proposed canopy addition to the hotel in the context of surrounding streets and buildings, from key public spaces and other local vantagepoints. The methodology followed to produce each view has been provided and is consistent with industry standards and show the existing situation and then the proposals with the canopy open and canopy closed. The approach is consistent with the requirements identified in the Cambridge Local Plan 2018 Policy 60 and supporting Appendix F.

#### View 1: Great St Mary's Tower

- 6.36 The view shows how the current height of the Varsity sits below or level with the ridge of St John's College. The proposed canopy increases the overall height of the building and results in it being visible above the ridge. This view demonstrates the importance of appropriate colour palettes and finishes to the proposed structure. With muted tones it is unlikely to compete with the foreground buildings.

#### View 2: Castle Mound

- 6.37 The current terrace is visible from this location and read against a foreground and background of trees. The canopy structure does increase the overall height but is still read in the same way as before. The view shows that the proposed canopy will therefore have a limited impact on this view.

#### View 3: Central Jesus Green

- 6.38 The view provided shows The Varsity Hotel in the context of foreground vegetation and how the increased height created by the canopy makes the building more prominent. It emphasises why there was a need to try and create a more resolved and coherent upper floor to the hotel which the new structure manages to go some way to achieving. The importance of colour palette and tonal qualities will be crucial to achieving a good 'fit' with the surroundings.

#### View 4: Jesus Green Café

- 6.39 The view from the Jesus Green Café reveals the importance of the foreground mature trees in managing the views towards The Varsity. The



current roof terrace and upper floors of the hotel are already visible in this view, and the additional canopy structure does result in the increased visual prominence of the building on the local skyline. However, the extent of change is not excessive when compared to the against what can already be seen of The Varsity from this location.

#### View 5: Scholar's Garden

- 6.40 This view shows how the existing Varsity roof terrace is visible but forms a minor component of local skyline. With the proposed canopy there is a limited change to the local skyline from this location.

Additional Views (Foundation CGI Limited document dated 23rd May 2023)

- 6.41 Two further views have been produced to allow the assessment of the proposed canopy from Jesus Green (centre) and Magdalene Bridge.

Additional View: Jesus Green (centre)

- 6.42 This view was requested because when standing further north on Jesus Green the hotel and additional structure will form a more obvious change to the skyline. The images show the existing massing of The Varsity and associated roof terrace. The existing building forms a horizontal and bulky component of the local skyline.

- 6.43 The additional canopy structures result in an overall increase in the height of the building and so increases the prominence of the building in this view. However, it can also be seen how the proposed canopy structure better resolves the upper floors of the building to create a more coherent design. The chamfered sections to the left of the upper floor create a degree of articulation and modelling in a way that the current open roof terrace does not.

- 6.44 An on-balance judgement is needed to compare the extent of change to an already visually prominent component on the skyline. In our view, the additional height created by the canopy structure is not significant when compared to the already prominent massing of The Varsity and results in the better resolution of the top floors and overall articulation of the roofscape.

Additional View: Magdalene Bridge

- 6.45 The view looking north-east from Magdalene Bridge is important in terms of assessing the impact of the proposals from a well-used street where the upper floors of The Varsity can be seen rising above buildings to the south.

- 6.46 The view demonstrates how the existing roof terrace and upper floors create a strong horizontal form that contrasts with the more varied roofscape created by the buildings that surround it. The views that show the proposed canopy reveal that the additional massing will increase the upper floor prominence from Magdalene Bridge.
- 6.47 In terms of the design approach, the canopy supports are intended to read as an 'extrusion' with the support structures breaking the horizontal emphasis of the cladding below. This is shown on the other views so it may be an issue with the supplied image. On the assumption that it will be detailed as per the other elevations, there will be a less horizontal emphasis to the cladded sections and consequently a more vertical and articulated form which would be considered acceptable in design terms and impact on this localised view.

### Conclusion

- 6.48 The addition of the canopy and associated supporting structure does undoubtedly change the profile of the building and increases its visual prominence from some local views. However, this change needs to be balanced against the benefit of creating a more visually coherent design which removes the very horizontal emphasis of the existing upper floors.
- 6.49 In our view, the proposals manage to achieve a more elegant and modelled solution through the exoskeleton design and the removal of the existing canopies at the 6th floor level and their replacement with the same system as proposed for the roof terrace forms a key part of this more comprehensive approach. The submitted CGIs reveal that the impact of the additional structure is limited given the existing visual prominence of the hotel on the local skyline from the submitted views.

## 7.0 Third Party Representations

7.1 Representations were received in supporting of the application from the following addresses:

- 9 Icen Way, Cambridge
- 3 Bath Close, Wyton on the Hill
- 138 Coleridge Road, Cambridge
- 7 North Steet, Huntingdon
- 118 Huntingdon Road, Cambridge
- 11 Apple Close, Brandon
- 27 Mowbray Road, Cambridge
- 56 Manor Place, King Street, Cambridge
- 726 Newmarket Road, Cambridge
- 50 Belvoir Road, Cambridge
- 18 Maddingly Road, Cambridge
- 6 Blackhall Road, Cambridge

- 88 Histon Road, Cambridge
- 25 George Street Cambridge
- 15 The Crescent, Cambridge
- 1A Moyne Close, Cambridge
- 51A Ermine Street North, Papworth Everard
- 17 Lovell Road, Cambridge
- 42 Harvey Goodwin Gardens, Harvey Goodwin Avenue, Cambridge
- 64 Cam Causeway, Cambridge
- 6 Blackhall Road Cambridge

7.2 The following matters were highlighted within these comments:

#### Benefits

- All year round use in all weather
- Employment benefits
- Supporting business in Cambridge
- Tourism opportunities
- Variety of users would benefit from covering and protection from weather including old, young people and professionals
- Enhancement of guest experience
- Building offers good views of Cambridge

#### Design and Visual Amenity

- Improved scale and bulk from previous application
- Fit in with existing mixture of modern and old buildings in skyline
- Existing building goes unnoticed
- The roof proposal is sympathetic and does not look out of place
- Design is interesting and detailed

#### Other Matters

- Park Street hotel supported
- Environmentally friendly

7.3 Representations were received in objection to the application from the following addresses:

- 3 Beaufort Place, Thompson Lane, Cambridge
- Unit 2, The Campkins Station Road, Melbourne
- 8 Lansdowne Road, Cambridge
- Cheffins, Clifton House, 1 - 2 Clifton Road Cambridge (on behalf of Magdalene College)
- 29 Beaufort Place, Thompson's Lane
- 22 Beaufort Place, Thompson Lane, Cambridge

7.4 The following matters were raised as concerns:

#### Design and Visual Amenity

- Adverse impacts to Cambridge skyline and surrounding environment
- Detrimental impact of increased height of proposal

- Structure at odds with surrounding residential buildings
- Addition of enclosed eighth storey to building
- Prominence due to internal illumination
- Prominence of building in surrounding townscape
- Lack of benefit from soft landscaping from street level

#### Heritage Impacts

- Disruption of views to St Johns College and historic features in skyline
- Negative contrast with historic buildings and Central Conservation Area
- Adverse impacts to buildings of local interest
- Impact to Conservation Area and listed buildings due to scale, bulk and night time lighting
- Jarring profile with Pepys and Bright building

#### Residential Amenity

- Increased noise and disturbance
- Night-time use of the rooftop

#### Traffic and Highway Safety

- Additional traffic movements and congestions

### **8.0 Member Representations**

None.

### **9.0 Local Groups / Petition**

- 9.1 The applicant has produced a petition in support of the application, including the approx. 140 signatures.
- 9.2 The above representations are a summary of the comments that have been received. Full details of the representations are available on the Council's website.

### **10.0 Assessment**

#### **10.1 Principle of Development**

- 10.2 Cambridge Local Plan (2018) policy 10 seeks to ensure Cambridge expands its role as a multi-functional centre through supporting a mix of retail, leisure and cultural development in order to add to the viability and vitality of the city centre. The "Cambridge Hotel Futures Study" (2012) identifies the importance of achieving a high quality and distinctive hotel offer in Cambridge City Centre and that around 1,500 new hotel rooms may be required up to 2031. High quality visitor accommodation is therefore important to the Cambridge economy if it is to remain competitive as a visitor destination.

- 10.3 The NPPF (2021) paragraph 86 states that planning policies should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.
- 10.4 The proposal would seek to create a new structure to cover the existing rooftop level, which is currently used as a rooftop terrace as part of the restaurant on the floor below. The applicants explain in the information submitted with the application that the lack of cover on the existing rooftop means that the rooftop use is uncertain and limited due to weather variation, which limits both patron usage and employment certainty for staff. The proposal seeks to cover the entire roof to allow resilience to weather conditions (both rainfall and heat). The information submitted with the application explains that this would enhance the operational capacity of the rooftop and allow increased numbers of and more consistent staffing opportunities.
- 10.5 In principle, the expansion of the rooftop facility through the addition of the proposed structure is considered to be a logical response to the existing seasonal restrictions that currently limit its year-round use and as such the proposal is considered to comply with Policy 10.
- 10.6 **Design, Layout, Scale and Landscaping**
- 10.7 Cambridge Local Plan (2018) policies 55, 56, 57, 58 and 59 seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully contrasts with existing building forms and materials and includes appropriate landscaping and boundary treatment.
- 10.8 Cambridge Local Plan (2018) Policy 60 seeks to ensure that the overall character and qualities of its skyline is maintained and, where appropriate, enhanced as the city continues to grow and develop. The proposal states that any proposal for a structure to break the existing skyline and/or is significantly taller than the surrounding built form should be assessed against the criteria listed in parts (a) – (e) of the policy.
- 10.9 The NPPF (2021) paragraph 126 seeks to support the creation of high quality, beautiful and sustainable buildings. It states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 10.10 Appendix F (Tall Buildings and the Skyline) of the Cambridge Local Plan 2018, states that Cambridge has a distinctive skyline that combines towers, turrets, chimneys and spires with large trees with notable buildings including St John’s College Chapel and others forming some of the important view to Cambridge.
- 10.11 It defines a tall building as any structure that breaks the existing skyline and/or is significantly taller than the surrounding built form, and states that

within the historic core any proposal with six storeys or more and a height above 19 metres would need to address the criteria set out the guidance.

- 10.12 In this case, the existing building forms seven storeys and the proposal would result in an enclosed structure above the existing rooftop. The existing building has a height of 21 metres with the balustrade projecting 1 metre above this height (total height 22 metres). The proposed structure would have a height of 3 metres, extending the overall height of the building to 24 metres. Given the matters above, and taking into account that the existing building would break the existing skyline and sit higher than the surrounding building, it is considered that the proposal would need to address the criteria within the guidance.
- 10.13 In regard to part (a), the applicant is required to demonstrate through a visual assessment or appraisal with supporting accurate visual representations, how the proposals fit within the existing landscape and townscape. Appendix F (paragraph F.29) expands on this criteria to suggest that the relationship of the proposed building, or buildings, to the surrounding context needs to be carefully examined through a townscape, landscape and urban design appraisal.
- 10.14 The application has been submitted with visualisations from various viewpoints around the city. The visualisations are presented in a lower quality format as part of the visualisations Method Statement by Foundation and as higher quality individual images. The visualisations were uploaded in two parts as Officers requested additional views following a visit to the site and surrounding areas. The initial views were taken from the following locations: Great St Mary's Tower; Castle Mound; Central Jesus Green; Jesus Green Café; Scholars Garden. Officers requested that two additional visualisations were generated from Magdalene Bridge and an additional view on Jesus Green.
- 10.15 The additional view points were requested as the initial image from Jesus Green was from a location where the building would be offered screening by the mature trees; it was considered that a less screened image should be presented to give a fuller understanding of the impact of the proposal. The image from Magdalene Bridge is considered to be a vital viewpoint to be considered as part of the proposal given that it forms a key route into the city centre and is of heritage importance and taking into account that the proposal would be prominent from this view.
- 10.16 The application has been submitted with a Design and Access Statement which explains the design approach to the proposal and the views are helpful for Officers to understand the impact of the proposal.
- 10.17 The view from Great St Mary's Tower shows an important view of the Cambridge skyline, which is noted in Appendix F of the Cambridge Local Plan (2018) as a viewpoint to consider. The views highlight the existing well detailed, delicate historic features which characterize the existing

skyline of Cambridge including various steeples and spires. Importantly, this view includes the roofscape of the St John's College courts and St John's College Chapel, the latter is considered to be an important landmark feature of the skyline in the Local Plan (2018). The proposal is visible beyond this feature, just above the ridge of the body of the chapel. It clearly differs from the historic features of the skyline from this view due to its modern, exoskeleton form and materiality. The Urban Design Officer has been consulted on the application and suggests that this view highlights the importance of an appropriate colour palette and suggests that the building would not compete with the foreground buildings.

- 10.18 Officers have regard to the view of the Urban Design Officer and agree that maintaining a tonal difference from the bricks and stonework in the skyline will aid the proposal in not attempting to compete with historic features available within this view. The proposed structure would clearly differ from the existing features in form and appearance, however the chamfered approach to the termination of the structure limits the mass and bulk of the built form above the existing historic features which helps to maintain the chapel as the primary skyline feature from this viewpoint.
- 10.19 The second view is from Castle Mound, which forms an elevated and strategic viewpoint into the city. It is noted in the Local Plan (2018) that views from Castle Mound reveal a city of spires and towers emerging above an established tree line as to create a number of 'incidents', where important buildings rise above those of a prevailing lower scale. As existing, the building is visible from this viewpoint, however it is noted that the proposal would increase the height of the building as to raise its prominence from this location. It would sit taller than some of the surrounding buildings, although the proposal would continue to be viewed within the backdrop of trees especially given its glazed nature which allows some views to remain.
- 10.20 It is noted that from this view the chamfered elements are not visible and instead the proposal appears flatter due to the rectangular form of the proposal from the north west elevation, however Officers do acknowledge that this is partially broken up by the trees present across this area of the city which reduces public viewers ability to fully appreciate the full bulk from this view.
- 10.21 The third and fourth views are from central Jesus Green and Jesus Green café. Jesus Green is considered to be an important green space which contributes to the setting of the city. For clarity these views were part of the original views submitted, their location is detailed withing Foundation Method statement, PDF pg. 11-18).
- 10.22 Despite the screening offered, it is clear from the central view that the existing building offers a bulky imposition into the skyline that due to its form, scale and height appears entirely different in character from the

surrounding two-storey residential buildings. The Urban Design Officer has acknowledged that this view highlights the need to try to create a more resolved and coherent upper floor, and Officers agree that improvement should be considered due to the existing poor termination. In regard to the proposed development, this view holds the proposal in an advantage above some of the others provided, as not only does it benefit from a high level of screening but also the chamfered approach can be fully appreciated. Officers acknowledge that the proposal would add height and prominence to the building and as such raise its profile in the skyline from local views, however the reduction in mass and bulk is appreciated from the previous application.

10.23 As above, the additional initial view submitted from Jesus Green from the café on the northern side of the open space, close to the River Cam. The proposal benefits from a level of screening from this view, although it is clear the proposal would increase the prominence of the building. Given the constraints of the building, the form of the structure returns on the north west elevation to a rectangular shape which would offer some additional bulk and scale. This is owing to the building terminating with the steel pelmet rather than the tapered steel framing. It is considered that the material finishes would be crucial from this view point to ensure the proposal would be cohesive with the existing building and not stand out to a significant degree.

10.24 One view has been provided from the Scholar's Garden at Magdalene College to the north of the site. As above, it is unfortunate that the constraints of the site do not allow for the termination to be tapered and reduce the bulk of the framing from this view. The proposal would clearly appear different in terms of form and character from the existing roof structures from this view point, and contrary to the Urban Design Officers comments, the proposal would introduce a reasonably sizeable structure to this viewpoint. The linear nature of the existing built form in the foreground of this visualisations does allow for the linear nature of the building from this view to be less prominent, however it is clearly visible above the existing roofscape.

10.25 The first additional view that was created was from Jesus Green. This view was requested because when standing further to the north east on Jesus Green the building is offered much less screening and therefore becomes more visually prominent from local views. It is also important when considered the impact to the skyline and heritage assets because St John's Chapel and the spire of St John's New Court are visible. This view demonstrates that the proposal will increase the height and scale of the building as well as its dominance in the skyline. Officers suggest that this needs to be balanced against the impact of the existing building, as well as the attempt to better terminate the building through the proposal. As discussed already in this section the chamfered element offers better integration into the building that the previous scheme that was heard at Planning Committee last year. This is acknowledged, however due to the



constraints of the site, this was not possible all the way around the building and so the proposal would continue to result in some additional bulk and height, resulting in increased prominence from this viewpoint.

- 10.26 The final view is from Magdalene Bridge, as above this was requested by Officers given the importance of this view into the city. As existing the building rises above the roofscape so that the top of the cladding and the roof terrace balustrade is visible, however the proposal will increase the height so that the entire structure would be visible above the surrounding roof line. As existing the building is viewed as exceptionally linear, given this and the modern cladding it is clearly in contrast with the varied roofscape on the surrounding buildings at the quayside. The proposal would sit above the existing roof top, and would offer some differentiation in the termination of the building as to reduce the overly linear emphasis to the benefit of the roofscape in this area.
- 10.27 Criteria (b) aims to preserve and enhance heritage assets and requires the applicant to demonstrate and quantify the potential harm of proposals to the significance of heritage assets or other sensitive receptors. The applicant has submitted a Heritage Impact Assessment, which describes the significance of relevant heritage assets and the potential impact that the proposal may have on these features. The information submitted provides an assessment of surrounding heritage assets and the views detailed within this section. The impact will be fully assessed in the following section of the report.
- 10.28 Criteria (c) requires that the applicant to demonstrate through the use of scaled drawings, sections, accurate visual representations and models how the proposals will deliver a high quality addition to the Cambridge skyline and clearly demonstrate that there is no adverse impact.
- 10.29 Appendix F (paragraph F.36) states that the appropriate scale and massing of buildings is an important consideration in achieving the good integration of new buildings within established urban areas and the wider landscape. An understanding of the surrounding context, as required in Policy 55 of the Cambridge Local Plan, is an important step in achieving appropriately scaled buildings.
- 10.30 The applicant described in the Design and Access Statement that the proposal has been amended following the previous application which was refused at Planning Committee (2<sup>nd</sup> November 2022). They suggest that the design has been established through giving consideration to the structural limitations of the building, and informal advice from the Urban Design Officer who invited a scheme that would provide an improved termination to the building and be better integrated into the building.
- 10.31 Following the previous application, Officers advised the applicant that reducing the overall scale of the built form would help to reduce its impact. It was considered that this could have been achieved in a number of manners, including reducing the overall size, height, mass and bulk of the

building. In terms of overall size, it was suggested that the proposal could be brought back from the edge of the roof top and reduced so that the canopy would not extend across the entire space. The applicant gave consideration to this suggestion, however due to the structural limitations of the roof top this was not possible. The rooftop is supported by a ring beam which extends around the edge of the building, and therefore any structure would need to extend from this point across the rooftop. As such, any structure covering part of the roof or extending from a central point on the roof could not be supported.

- 10.32 Given this limitation, the applicant sought to re-consider aspects of the proposal that could be altered. The applicant sought to establish a new approach where the proposal would extend up in an exoskeleton form from the floors below. As existing, the hotel building features balconies which serve the restaurant on the floor below on the eastern side of the building and part of the southern side of the building. As such, the structure was able to begin at the level below where these balconies were established and extend upwards to create the structure of the rooftop. This improved the overall scale and articulation of the structure from the previous scheme because it was able to reduce the bulk and height of the built form.
- 10.33 In regard to bulk, whilst there is no doubt that from the visualisations that the proposal would continue to be a prominent and tall addition within the skyline from a number of views, it is recognized that the chamfered elements reduce its previously blocky appearance and therefore reduce its dominance and overall bulk within the skyline. In regard to height, the previous element has an overall height of approximately 4 metres, this proposal has been reduced so that the height above the existing rooftop level is approximately 3 metres. The reduction in upwards projection would support the reduction in overall scale of the proposal.
- 10.34 In addition, this approach provides a better articulation to the proposed built form that is better integrated into the building rather than appearing as an ill-considered add-on. It also offers a termination to the building due to the tapered appearance that would complete the appearance of the building. To ensure that this approach is successful, Officers would condition the materials so that they would closely align with the appearance of the existing cladding.
- 10.35 In regard to part (d), the applicant has not submitted information regarding any consideration of the amenity and microclimate of neighbouring buildings and open spaces. The amenity impacts of the proposal will be considered more fully in the amenity section of this proposal to understand if any further information would be required.
- 10.36 Finally, in reference to criteria (e), the higher quality visualisations provide an indication of how the building would be viewed from various local viewpoints around the city and would inform the public realm. As

discussed, the building would be a visual feature from a number of viewpoints around the city, with both activity and lighting drawing the eye of any public viewers. With this application, the applicant has proposed that the existing bollard type lighting system would be replaced with low-level LED strip lighting within the perimeter of the roof structure. Infra-red heater units would also be added at this level. Officers appreciate consideration to this aspect, in this case the detail of this lighting and heating has not been submitted in full with the application and as such this will be conditioned. In addition, the applicant has aimed to improved public views through incorporating some landscaping in the form of planters across the rooftop. The planters are unlikely to provide a significant softening of the built form given the limited greenery they would provide, however from longer views they may provide some greenery that would be appreciated as part of the proposal.

- 10.37 Policy 55 states that development will be supported where it is demonstrated that it responds positively to its context and has drawn inspiration from the key characteristics of its surroundings to help create distinctive and high quality places.
- 10.38 Policy 58 supports alteration or extension to existing buildings where the addition is carefully designed as to preserve the character and appearance of the area and not adversely impact the character of the area. The policy text states that any proposals should reflect or successfully contrast with existing built form, use of materials and architectural detailing whilst ensuring that the proposals are sympathetic to the existing building and surrounding area.
- 10.39 As existing, the building contains a brick facade with openings to serve the hotel from ground floor to the fourth, above this the building finish is a more contemporary grey zinc. The fifth floor contains balconies to serve the hotel rooms, the sixth comprises the restaurant with a covered balcony. Above this, is the roof top level which comprises a glass balustrade which wraps around the edge of the building. The existing glass balustrade projects 1 metre above the existing roof top with metal railings surrounding the glazing.
- 10.40 As existing, the hotel projects above the roofscape of the surrounding quayside buildings and clearly reads as a modern imposition which would differ from the differentiated roofscape visible from the southwest of the site, close to Magdalene Bridge. Its appearance would be characterised by a linear form and modern, discernible materials rather than a more subtle, undulating form which may be more common in some of the surrounding traditional roofscapes at this height.
- 10.41 The proposal seeks to install a new all weather lightweight retractable roof canopy so that the rooftop can be used year round rather than limited seasonably as if the existing situation. As has been described in this report, it would extend across the entire roof top from the balconies on the floor below to create an exoskeleton form. The building has been designed so that the glazing on the side of the building would be openable through a

guillotine/ telescopic system where the upper portion of the glazing would be lowered down to sit with the lower portion of glazing. The applicant has not provided full details of this system and as such this will be requested through condition to ensure it would sit appropriately on the rooftop. The roof of the structure would contain retractable canopy elements that would be retracted into the pelmet at the top of the structure, details of pelmet system would also need to be captured through condition to ensure that it would be suitable and not create a level of activity that would detract from its surroundings.

10.42 As has been described, the proposal has attempted to provide a more considered approach which due to the chamfered framing would better incorporate the structure into the existing building and provide termination the building that would appear less linear where this approach is offered on the built form. Officers note that the proposal would continue to constitute a reasonably significantly structure that would extend higher above the existing roofscape and therefore be visually prominent from a number of views around the city, however this should be balanced against the attempt to reduce the scale and massing of the building. It is noted that the steelwork is still reasonably significant in terms of its bulk, especially where the pelmet is required at the top of the structure, however this is given visual relief by the exoskeleton approach to the east and south of the building. Whilst, the height and prominence of the building is recognized by Officers, the chamfered approach aids the relationship with surrounding views from parts of Jesus Green and Magdalene Bridge. To ensure that the framework and pelmet would not be overly dominating, the final detail of this will be conditioned to ensure it would not be overly bulky.

10.43 Overall, the proposed development would preserve its surroundings. The proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 58, 60 and the NPPF (2021).

10.44 **Heritage Assets**

10.45 The application falls with the Central Conservation Area (Historic Core). The application is within the setting of a number of listed buildings and other heritage assets both within the surrounding area and within the skyline which are summarised within the table below.

Address	Historic Listing
29 Thompsons Lane	Grade II
30 Thompsons Lane	Grade II
Brights Building, Magdalene College	Grade II
Pepys Building, Magdalene College	Grade I
First Court, Magdalene College	Grade I
Second Court Magdalene College	Grade II

Magdalene Bridge	Grade II
No. 1-3 St Johns Road	Building of Local Interest
5-12 St Johns Road	Building of Local Interest
No 16-22 St Johns Road	Building of Local Interest
No 1-14 Thompson's Lane	Building of Local Interest
Park Parade	Building of Local Interest
St John's College Chapel	Grade I
New Court, St Johns College	Grade I
Central Conservation Area	Conservation Area
Castel Mound	Scheduled Ancient Monument

- 10.46 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that a local authority shall have regard to the desirability of preserving features of special architectural or historic interest, and in particular, Listed Buildings. Section 72 provides that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area.
- 10.47 Para. 199 of the NPPF set out that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, and the more important the asset, the greater the weight should be. Any harm to, or loss of, the significant of a heritage asset should require clear and convincing justification.
- 10.48 Para. 202 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
- 10.49 Para. 203 of the NPPF states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- 10.50 Policy 61 of the Cambridge Local Plan (2018) requires development to preserve or enhance the significance of heritage assets, their setting and the wider townscape, including views into, within and out of the conservation area. Policy 62 seeks the retention of local heritage assets and where permission is required, proposals will be permitted where they retain the significance, appearance, character or setting of a local heritage asset.
- 10.51 The Conservation Officer has been formally consulted on the application on the application and has provided concerns about the application which can be seen in full in the comments uploaded to the application file. The

comments conclude that overall the application has not demonstrated that the proposal would successfully resolve the rooftop of the building.

- 10.52 The concerns raised focus on the lack of detail to demonstrate the appearance of the proposal, especially in regard to the pelmet, framework, moving parts and lighting. In addition, the Officer raises concerns regarding extending the building upwards and adding to its prominence. The Officer comments that whilst it is difficult to consider harm without fuller detail, the proposal would result in additional harm to the heritage assets than is outlined by the applicant, equating to a more significant level of less-than-substantial harm.
- 10.53 In addition to this, representations have been received which also raise that the proposal would become more prominent, higher and out of keeping with the historic centre due to the negative contrast between the proposed buildings and the historic buildings. It is suggested that the proposal would adversely impact setting of buildings of local interest, the Central Conservation Area and Grade I and Grade II listed buildings. The comment are concerns that the proposal would produce an eight storey to the building and exacerbate the impact of the building of the skyline and raise its scale above surrounding buildings.
- 10.54 Officers have regard for the comments and concerns raised by the Conservation Officer and within the representations received by members of the public and the Heritage Impact Assessment submitted by the applicant, and are guided by the policy above in the consideration of the impact to heritage assets. Officers will assess the impact to relevant heritage assets and then following the tests within paragraphs 202 and 203 of the NPPF to make a judgment on the impact.
- 10.55 Officers would like Committee Members to note that a judgment as to the level of harm, and the judgment in relation to the tests in the NPPF describes above is a judgment for the decision maker and therefore this should be carefully considered as part of the decision making process.
- 10.56 It should be noted that a number of the matters raised by the Conservation Officer have been suggested by Officers to be considered through condition. Whilst the Conservation Officer suggests this is insufficient, it is Officers view that the submitted visualisations and elevations give enough information to determine the application at this stage. As the Conservation Officer considers the information to be insufficient, they have not made a complete judgment on harm to each heritage asset as was conducted in the previous application. Officers have reviewed the table which was produced by the Conservation Officer previously summarising harm as part of the consideration of this application and have made a judgment on harm following this.

- 10.57 To the east of the proposal site are the Thompson Lane, St John's Street and Park Parade buildings of local interest, which are considered to positively contribute to the Conservation Area due to their consistent two storey scale and uniform appearance. As existing these buildings sit within the setting of the taller and more varied buildings at the former brewery. Beyond these buildings is Jesus Green from which there are important views of the Cambridge skyline above the existing tree line. From this point the chapel of St Johns College and the spire of All Saint's Church can be seen, and positively inform the skyline. The rooftop of the Varsity hotel is also visible, but this is noted in the Historic Core Conservation Area Appraisal (2017) as a negative feature which detracts from the skyline and character of the area.
- 10.58 It is highlighted within the Conservation Appraisal that there are important positive views from Jesus Green beyond the frontage of the Park Parade properties and down along both Thompsons Lane and St John's Road. The applicants Heritage Impact Assessment states that these views are not important to the overall significance of these buildings, however Officers disagree and suggest that these views do inform the setting of the buildings and contribute to their character. It is recognized that the immediate views to the terrace properties are of the most important, however given the prominence of the hotel from these views, development here would impact the setting of these buildings.
- 10.59 As is shown in Officers site photos, the Varsity Hotel already forms a prominent feature from these key viewing points due to its height and the contrasting materials palette on the upper floor. The proposal would further increase the prominence and height of the building from these views and from the setting of these buildings. Whilst, the improvements to the design of the proposal are appreciated, it is considered that due to the height, scale and appearance of the proposal in relationship to the traditional two storey properties, it is considered that the proposal would result in a low level of less-than-substantial harm to the setting of these heritage assets.
- 10.60 To the east of the site is Magdalene College as the associated listed buildings (First Court, Pepys Building) and Magdalene Bridge, from which the proposal would also be visible as shown in the verified views. As existing the rooftop area sits above the quayside buildings' rooftops and is considered to be detrimental to key views from Magdalene Bridge. The submitted visualisations show that the structure would further extend the building above the roofscape, adding both prominence and height from Magdalene Bridge and the First Court due to the more modern structure introduced. It is acknowledged that the scheme is improved from the previous application, and that the chamfered edges do reduce some of the bulk from this view, however it is considered that from this view the proposal would result in a moderate level of less than-substantial harm to the setting of the heritage assets due to its modern character.

- 10.61 The proposal is shown to be less visible from the Scholars Garden, however this quite a way east from the immediate setting of the Pepys Building where the proposal is likely to appear more prominent. This view of the proposal is somewhat unfortunate because it highlights the more rectangular form of the building on this side which is clearly less well articulated than the chamfered section. Due to the views that would be available from the setting of this building and taking into account the modern form and appearance of the structure, it is considered that the proposal would result in a moderate level of less than substantial harm to the setting of the heritage assets.
- 10.62 The significance of the Central Conservation Area comes from its special architectural and historic interest. As has been described, the proposal would adversely impact the significance of a number of key historic views and buildings located within the area and as such is considered to result in harm to the character and appearance of the Conservation Area overall to a moderate level of less than substantial harm.
- 10.63 Notwithstanding the additional information provided by the applicant, officers consider this to have reinforced the assessment of less than substantial harm to a number of heritage assets, of a low to moderate level. It should be noted that the Local Authority has a statutory duty to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area and a listed building or its setting. In this case, the Historic Core Conservation Area is considered to be a significant asset within the setting, as are the nationally and locally listed buildings.
- 10.64 In the case that a proposal would lead to less than substantial harm, paragraph 202 of the NPPF (2021) states that this harm should be weighed against the public benefits of the proposal. In relation to non designated heritage assets which are indirectly affected by a proposal, paragraph 203 states a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- 10.65 In regard to the potential public benefits of the proposal, the applicant has provided information regarding the increase in employment opportunities that would result from the proposal. This details that the existing rooftop terrace supports 8 part time staff and 8 full time staff in April and October and 10 part time staff and 10 full time staff between May and August. The information submitted explains that in April and October, where the weather is unpredictable, it can be difficult to keep the part time staff, although full time staff are paid regardless of weather conditions. It adds that currently due to the weather restrictions no staff are employed from November to March.
- 10.66 The proposal would improve stability and provide additional roles during the winter months. The information submitted explains that the proposal would offer a 33% increase in staff through the rooftop being open in



winter months and an increase of 25% during existing opening months due to being able to mitigate against the weather changes. This would equate to an additional 12 part time staff and 12 full time staff members per year above the existing levels. It is highlighted that these staff members would also benefit from increased stability. The information submitted highlights that this would also have indirect employment benefits from the local companies that the Varsity use as part of the service and within the hotel itself if occupancy were to increase as part of the proposal. This matter has also been highlighted within the representations received from local people, many of those in support of the proposal raised that local employment opportunities should be supported.

- 10.67 In addition to the employment opportunities, the applicant has suggested that the proposal may enhance the ability of the hotel to attract visitors to the city centre. Increased occupancy at the hotel cannot be considered a public benefit, however it is noted that the Varsity Hotel does form a tourist attraction in Cambridge, and a number of the supporting representations did raise that the proposal would enhance the guest experience should they choose to visit the hotel. Officers have researched the tourism potential of the site and have noted that the rooftop bar does appear to represent an attraction that is likely to be visited by those coming to the city and residents having guests within the city, it is referenced in a number of online articles as a location to visit and is recognised as a unique opportunity to see Cambridge from a high level location. As such, Officers do recognize that the proposal would increase the rooftop to a year round attraction, enhancing the experience and opportunity for tourism across the city.
- 10.68 The applicant has presented additional social benefits of the proposal including providing a high quality environment that could aid social and mental well-being and the potential for additional events on the rooftop. Officers recognize the important of mental health and well-being, and spaces for events to be held, however as the public use of the roof top is not secured it is difficult for Officers to find these as advantages of the scheme.
- 10.69 It is recognised that the proposal would result in a low to moderate level of less-than-substantial harm to both designated and non-designated heritage assets. In regard to the designated assets, this harm should be weighed against the public benefits of the proposal by the decision maker which in this case are mainly increased employment opportunities and tourism to the city. The employment numbers would be modest overall, however would make a significant difference to the level of employment at the Varsity Hotel. In addition, the tourism benefits should not be underappreciated, given that the proposal would increase the Varsity Hotel's opportunity to function as attraction in the city. In this case, noting the harm would be at a lower level than previously given, it is considered that on balance that the benefits would outweigh the harm.

- 10.70 In regard to non-designated assets, a balanced judgement should be made. In this case, the main importance of the BLI's comes from their immediate setting including the rows of terrace housing. The Varsity Hotel already forms a prominent addition, and whilst harm is acknowledged it is not considered that the additional height would be result in a significant impact to the BLI's and therefore Officers judgement is that the proposal should be considered acceptable.
- 10.71 The proposal would cause harm to the character and appearance of the conservation area and to the setting of listed buildings and the buildings of local interest. It is therefore not compliant with the provisions of the Planning (LBCA) Act 1990, the NPPF and Local Plan policies 61 and 62 and special consideration should be given to this harm in the planning balance as weighed against the public benefits of the scheme. This is a finely balanced matter for members to consider given the significance of the heritage assets affected and the harm that has been identified by officers.
- 10.72 **Amenity**
- 10.73 Policy 35, 50, 52, 53 and 58 seek to preserve the amenity of neighbouring and / or future occupiers in terms of noise and disturbance, overshadowing, overlooking or overbearing and through providing high quality internal and external spaces.
- 10.74 Policy 60 requires the applicant to demonstrate that there is no adverse impact on neighbouring buildings and open spaces in terms of the diversion of wind, overlooking or overshadowing, and that there is adequate sunlight and daylight within and around the proposals.
- 10.75 The applicant has not made an assessment regarding the impact of neighbouring buildings in terms of the surrounding urban microclimate and impacts in regard to wind, overlooking, overshadowing and sunlight and daylight as is required by Policy 60. However, in this case, given that the proposal would be sited on the roof of an existing building it is unlikely to result in significant adverse impacts in terms of microclimate and amenity.
- 10.76 The application has received representations which raise concerns about noise outbreak from increased activity on the roof terrace. The representations raise that there are residential occupiers in close proximity to the site at Beaufort Place and Richmond Terrace. In terms of noise outbreak the roof top terrace and restaurant balconies are already accessed and used by patrons of the hotel and restaurant regularly, albeit the rooftop is only used on a seasonable basis. As such, noise is already dispersed from the terrace and balconies at a raised level above the surrounding buildings. Whilst enclosing spaces can often create noise reverberation, given the nature of the existing use it is not considered that this would contribute to a significant increase in terms of noise and activity that would be detrimental to the surrounding occupiers.

10.77 As well as this, Officers note that the proposal site is situated adjacent to the quayside area, with the closest buildings comprising office and retail uses and therefore these are not considered to be significantly sensitive to an increase in noise and activity.

10.78 It is recognized that the proposal site would front onto Thompsons Lane which does contain residential properties, closest to the site are No. 28 and No. 29 Thompsons Lane. As these buildings have a height of only two and two and half storeys, and taking into account that the proposal which sits at roof top level the proposed structure is not considered to result in adverse impacts in terms of loss of light or cause an overbearing relationship to these properties. In addition, it is recognized, as raised by the representation received that there are residential properties to the north of the site, however given the existing level of activity, it is not considered that the proposal would adversely impact amenity to these residents.

10.79 The proposal would adequately respect the residential amenity of its neighbours and the constraints of the site and therefore would not be compliant with Cambridge Local Plan (2018) policies 35, 58 and 60.

**10.80 Highway Safety and Traffic**

10.81 The proposal would seek to create a glazed canopy structure over the existing roof-top bar area to allow for the roof-top to be used year-round. It is recognised that the representations received have raised concerns that the increased use of the roof top would contribute to increased traffic movements along Thompsons Lane due to potential additional users.

10.82 Officers have had regard for the proposal and the increased use from seasonal to potential year-round use, and acknowledge that the proposal may lead to an increase in users and therefore to and from the site. However, noting that the hotel and restaurant is already used year-round and taking into account that the building is sited in the centre of the city where sustainable transport methods are highly available and likely to be used, it is not considered that the proposal would be likely to lead to a significant increase in traffic as to adversely impact highway safety or the surrounding highway users.

10.83 The proposal is considered to be acceptable in highway safety terms in compliance with Cambridge Local Plan (2018) policy 80.

**10.84 Third Party Representations**

Address	Summary of Matters Raised	Summary of Response in Report
<b>Comments in Support</b>		
15 The Crescent, Cambridge	Noise disturbance is not a problem here.	It is agreed that significant noise impacts are unlikely.

	The design is in accordance with the locality and would provide protection from the weather.	The design is improved from the previous scheme and would provide protection from the weather.
9 Icen Way, Cambridge	Support protection against weather and employment benefits.	It is recognized that the proposal would offer localised employment benefits and protection from weather.
3 Bath Close	Proposal is complimentary to skyline, support reduced bulk and altered appearance.	The proposal has been amended from the previous scheme, and it is acknowledged that the bulk and appearance are improved. The proposal would result in a taller, and more visually prominent structure in the skyline.
138 Coleridge Road, Cambridge	Sympathetic to skyline	The proposal would be visible as part of the skyline from a number of local views, it is clearly a prominent structure however the appearance is improved from the previous scheme.
7 North Street, Huntingdon	The venue offers a lot to local community and economy. Support employment and tourism opportunities.	The benefits of the scheme are recognised and have been summarised within the body of the report, and where appropriate balanced with the resulting harm to heritage assets.
118 Huntingdon Road, Cambridge	Support enhanced usability of rooftop area.	It is recognised that the proposal would offer year round use of roof terrace.
11 Apple Close, Brandon	The Cambridge skyline is a mixture of modern and historic buildings, from Jesus Green views are generally across rather than up towards the site. Support jobs for young people.	The views from Jesus Green are important as they inform the experience of the open space. The employment benefits are recognised.
27 Mowbray Road, Cambridge	Support local business and continued use of roof	The benefits of the proposal are recognised, the design is improved

	top. The design is suitable.	from the previous scheme and the impact to the skyline and historic assets are balanced with this.
56 Manor Place, King Street, Cambridge	Proposal is welcome addition and would improve user experience.	The proposal would ensure the rooftop can be used year round.
726 Newmarket Road, Cambridge	Enjoy rooftop and support covering.	It is acknowledged that the proposal would ensure the rooftop can be used year round.
50 Belvoir Road, Cambridge	Support protection from weather due to personal enjoyment and from business perspective	The proposal would ensure the rooftop can be used year round and would support business.
18 Madingley Road, Cambridge	Recognise benefits of the scheme including increased tourism and enjoyment of views. Aligns with sustainable and environmentally friendly initiatives.	The tourism benefits of the scheme are recognised. The comments surrounding sustainability and environmental considerations is noted, the proposal would extend an existing building and as such is not required to address sustainability aims.
1A Moyne Close, Cambridge	The site is already lit and therefore lighting won't impact the site. This application will tidy up the building. This would enhance the skyline.	The application proposes a new low level lighting scheme, which will be reviewed in full through condition. The proposal would allow an opportunity to improve the termination of the building.
51A Ermine Street North, Papworth Everard	Will add to Conservation Area due to design and sitting next to flats. Practical solution to weather and will benefit residents.	It is acknowledged that there is harm to the Conservation Area, however this should be considered with the benefits of the scheme.
25 George Street Cambridge	Support stylish and sensible solution for hotel.	Comments are noted.
17 Lovell Road, Cambridge	Support enhancement for tourism and employment.	The benefits of employment and tourism have been taken into account and weighed

	Wouldn't impact on views or noise.	against the harm. The proposal would impact views around the city, however the noise levels would not be significant.
42 Harvey Goodwin Gardens, Harvey Goodwin Avenue, Cambridge	Support proposal to have all weather use of rooftop.	It is acknowledged that the proposal would ensure the rooftop can be used year round.
64 Cam Causeway, Cambridge	Support proposal for employment growth and increased tourism. Will enhance city character which combines modern and historic structures.	The proposal would impact the skyline of the city, however the benefits are recognised.
6 Blackhall Road Cambridge	Design and detail make a positive addition to skyline. Most people do not look up at the sky.	The proposal would result in a prominent addition to the skyline, however the design has been improved following the previous refusal.
88 Histon Road, Cambridge	Support employment opportunities and enhancement of guest experience.	The employment benefits are recognised.
<b>Comments in Objection</b>		
3 Beaufort Place, Thompsons Lane, Cambridge	Increased activity will lead to noise disturbance for residents within Beaufort Place and Richmond Terrace. The quayside area is already noise for residents.	The proposal has the potential increase activity, however given the existing use and the noise levels in the surroundings, this is unlikely to have a significant impact to amenity.
Unit 2, The Campkins Station Road, Melbourn Royston	Out of keeping with historic skyline and city centre due to height and modern character. Disruption to residential occupiers at Beaufort Place.	It is acknowledged that the proposal would result in a modern imposition into the skyline, the harm to heritage assets is balanced with the benefits of the proposal. The proposal is unlikely to

		result in significant noise increase.
8 Lansdowne Road	The proposal would harm the historic environment and result in economic harm. The proposal has a rectangular silhouette from Jesus Green which is at odds with low level residential buildings.	Harm to the historic environment is recognised and has been weighed against the benefits of the proposal. It is recognised that the proposal would take on a rectangular silhouette where the chamfered structure is not offered which differs from the surrounding roofscape.
Cheffins, Clifton House, 1 - 2 Clifton Road Cambridge (on behalf of Magdalene College)	The proposal will create a enclosed eight storey, raising height and exacerbating the impact of the building on the skyline. Insensitive addition, negative contrast to surrounding buildings. The scale, bulk and night time lighting would harm heritage assets.	The harm to heritage assets is recognised with the report, as is the prominence within the skyline. The impact is balanced with the benefits of the proposal.
29 Beaufort Place, Thompson Lane, Cambridge	Appreciate efforts to integrate into building, however existing building is already too tall for townscape. The proposal will not enhance this setting. Landscaping will not be visible at street level. Increase to traffic.	It is acknowledged that the existing building detracts from surroundings (Conservation Area Appraisal) and that the proposal would add height to the building. The landscaping would not be visible from close street levels views but may be from longer views. The proposal is unlikely to increase traffic generation to a significant level.
22 Beaufort Place, Thompsons Lane, Cambridge	Height and bulk of proposal would be detrimental to historic central and surrounding views.	It is recognised that the proposal would add height and bulk to the existing building and result in harm to local heritage assets, this is weighed against the potential benefits of the scheme.

2 The Campkins, Station Road, Melbourn	The height of the building has already been increased and is contrary to policy.	The proposal would increase the height of the hotel, however would offer a termination to the building.
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**10.85 Planning Balance**

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

10.87 It is considered that due to the improved design, scale and bulk, the proposal would preserve the character and appearance of the area and not result in significant adverse impacts to the Cambridge skyline, as to comply with Cambridge Local Plan (2018) policies 55, 56, 58, 60.

10.88 It is recognised that the proposal would result in a low to moderate level of less than substantial harm to the setting of a number of designated and non-designated heritage assets. These assets range in significance and vary from locally listed buildings of local interest to grade I listed buildings and the Central Conservation Area (see report paragraph 10.45), as such special regard is to be given to the desirability of preserving these assets. As guided by the NPPF, consideration was given in the report to the public benefits of the proposal when considering designated assets, and a balanced judgment was made for the non-designated assets. It was concluded that due to the employment and tourism benefits of the scheme, the harm would be outweighed, and therefore the proposal would comply with Cambridge Local Plan (2018) and the NPPF (2021) as a whole.

10.89 The Committee Members are reminded of the level of heritage harm resulting from the proposal and the special consideration that must be given to this. The weight to be given to the harm against the public benefits is for the decision maker. This is a finely balanced case. The Officer recommendation, having taken into account the provisions of the development plan, NPPF and NPPG guidance, the statutory requirements of section 66(1) and section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, is that the scheme is acceptable. The proposed development is therefore recommended for approval.

**10.90 Recommendation**

10.91 **APPROVE**, subject to the following conditions:



- 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).

- 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.

- 3 Prior to the commencement of development, details of the external materials to be used in the construction of the development shall be submitted to and approved in writing by the Local Planning Authority. The materials shall be displayed as samples on site for the Local Planning Authority to review. 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 the Cambridge Skyline and would not adversely impact the setting of surrounding heritage assets. (Cambridge Local Plan 2018 policies 55, 58, 60, 61 and 62.

- 4 Prior to the commencement of development, full details of the appearance and operation of the steel framework and pelmet feature shall be submitted to and approved in writing by the Local Planning Authority.

This shall include:

- (a) Drawings at a minimum scale of 1:20 (including plans, elevations and sections) of the framework and pelmet feature.
- (b) Details of the operation of the retractable pelmet features including the canopies.
- (c) Details of how any lighting and heating systems would be installed within the framework.

The development shall thereafter 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 the Cambridge Skyline and would not adversely impact the setting of surrounding heritage assets. (Cambridge Local Plan 2018 policies 55, 58, 60, 61 and 62.

- 5 Prior to the commencement of development full details of the glazing to be used in the construction of the development, hereby permitted, shall be submitted to and approved in writing by the Local Planning Authority.

This shall include:

- (a) Details of the appearance of the glazing.
- (b) Details of the operation of the guillotine/ telescopic function.

The development shall thereafter 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 the Cambridge Skyline and would not adversely impact the setting of surrounding heritage assets. (Cambridge Local Plan 2018 policies 55, 58, 60, 61 and 62.

- 6 Prior to the commencement of development, details of any new lighting to be installed, shall be submitted to and approved in writing by the Local Planning Authority. This should include details of the appearance, position and lux levels of the lighting to be installed.

The development shall thereafter 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 the Cambridge Skyline and would not adversely impact the setting of surrounding heritage assets. (Cambridge Local Plan 2018 policies 55, 58, 60, 61 and 62.

- 7 Prior to the commencement of development, details of any new heating system to be installed, shall be submitted to and approved in writing by the Local Planning Authority. This should include the details of how and where the heating would be installed and its appearance.

The development shall thereafter 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 the Cambridge Skyline and would not adversely impact the setting of surrounding heritage assets. (Cambridge Local Plan 2018 policies 55, 58, 60, 61 and 62.

# Agenda Item 8



<b>Planning Committee Date</b>	5 July 2023
<b>Report to</b>	Cambridge City Council Planning Committee
<b>Lead Officer</b>	Joint Director of Planning and Economic Development
<b>Reference</b>	23/00600/S73
<b>Site</b>	23A Unit 1, Hooper Street, Cambridge
<b>Ward / Parish</b>	Petersfield
<b>Proposal</b>	S73 to vary conditions 2 (noise management plan) and 3 (external areas) of ref: 20/02619/S73 (S73 to vary condition 5 of ref: 19/0902/FUL (Change of use from existing automobile repair shop (vacant unit) to a mixed use Class B2 (micro-brewery) and Class A4 (drinking establishment) and installation of cycle storage facilities) to vary condition no.2 to read as: "Operation of the premises to be carried out in strict accordance with the submitted/approved Noise Management Plan" and to vary condition no.3 to read as: The external seating area for patrons shall be strictly limited to the 17.5sq m seating area as shown by the blue line within approved drawing number P101, including accessing this seating area from inside. This external seating area shall only be used by patrons during the following hours: Tuesday to Thursday: 16:00-21:00, Friday: 16:00-22:00 and Saturday: 12:00-22:00"
<b>Applicant</b>	Mr Sam Calverley
<b>Presenting Officer</b>	Michael Hammond
<b>Reason Reported to Committee</b>	Third party representations
<b>Member Site Visit Date</b>	N/A
<b>Key Issues</b>	1. Noise/ impact on residential amenity
<b>Recommendation</b>	<b>APPROVE</b> subject to conditions

## **1.0 Executive Summary**

- 1.1 The application seeks to vary condition nos. 2 (noise management plan) and 3 (external areas) of permission reference 20/02619/S73. The purpose of this is to allow for a specific external seating area of 17.5sqm to be used by patrons of the microbrewery/ drinking establishment during the hours of Tuesday to Thursday: 16:00-21:00, Friday: 16:00-22:00 and Saturday: 12:00-22:00 only.
- 1.2 On 11 March 2019, temporary planning permission was granted for the retrospective change of use of the existing buildings from Class B2 micro-brewery to Class B2 micro-brewery and Class A4 Drinking establishment. This permission did not include any restrictions on the use of the external areas but the permission only lasted for one year and expired on 11 March 2020. The external area was capable of accommodating approximately 10no. tables and over 50no. people.
- 1.3 Since the retrospective application as formally approved (March 2019), no noise complaint made to Environmental Health has been substantiated as a noise nuisance and no Environmental Health enforcement action has been taken.
- 1.4 Following the expiry of the temporary permission, permanent permissions (19/0902/FUL & 20/02619/S73) were subsequently granted but, importantly, these did not include external seating and attached to these was a condition (no.3) which strictly prohibits patron use of the external areas at all times.
- 1.5 The applicant now wishes to vary this condition (no.3) to allow for an external area of approximately 17.5sqm that could accommodate 3no. tables.
- 1.6 The previous permissions on the site also included a condition relating to a Noise Management Plan. The Noise Management Plan, as approved, stipulates, among other restrictions, that no external seating areas are to be included.
- 1.7 In order to facilitate the proposed variation to condition no.3 regarding the use of the external seating area, the applicant also seeks to vary condition no.2 accordingly and replace the approved Noise Management Plan with a new Noise Management Plan.
- 1.8 The new Noise Management Plan would allow for the use of the external eating area from 16:00 – 21:00 Tuesday – Thursday, 16:00 – 22:00 on Fridays and 12:00 – 22:00 on Saturdays. Other proposed restrictions would be:
  - Limiting seating to three tables;
  - Giving patrons a 30 minute warning and a 5 minute warning prior to tables being put away;

- The tables will be put away by 21:00 Tuesday – Thursday and 22:00 Friday and Saturday; and
- Signage will be placed in the brewery that is visible to patrons who are going to the outside tables that notifies them of the closing times of the outside seating.

- 1.9 Representations have been received from neighbouring properties in objection to the application, with concerns relating to noise, disturbance and anti-social behaviour associated with the external seating area. There are also multiple representations from other properties in support of the proposals.
- 1.10 The Environmental Health Team have raised no objection to the application and consider that with the proposed Noise Management in place it will be acceptable. They have stated however that if the Planning Case Officer has any concerns regarding the complaint history, we would support the granting of planning permission on a temporary basis if it was felt appropriate to do so.
- 1.11 The proposed external seating area would be considerably smaller in size than what was approved originally under the temporary one year permission. Therefore the likely levels of noise would be noticeably lower than that when previously unrestricted for the year period until March 2019. In addition, the hours of use of these external seating areas would be one hour earlier than the inside hours of use already established. This too would likely result in noise levels being lower than those when unrestricted.
- 1.12 Notwithstanding this and despite the lack of an objection from the Environmental Health Team, officers do have some reservations regarding the re-introduction of external seating for patrons. The site itself sits within a residential context and whilst historically there has been a B2 business use in operation from this site for a considerable length of time, the noise associated with external patrons of a drinking establishment into evening hours can be different to a traditional B2 use that operates during daytime hours.
- 1.13 Therefore, it is the view of officers that, on balance, it would only be appropriate for the variation of the associated conditions and subsequent use of the external seating area to be granted on a one year temporary basis. This is necessary to effectively trial this confined external seating area and understand the effectiveness of the proposed Noise Management Plan in the use of this.
- 1.14 Officers recommend that the Planning Committee approve the application subject to conditions as drafted by officers.

**2.0 Site Description and Context**

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

\*X indicates relevance

2.1 The application site is situated on the northern side and eastern end of Hooper Street. To the west are adjoining residential properties and to the east the railway line. Opposite the site to the south is the former Mill Road Depot which is being redeveloped as housing. To the north is 23B Hooper Street, a detached residential dwelling.

2.2 The application site comprises brick-built buildings within a courtyard of buildings occupied in business uses.

2.3 The application site is adjacent to the Mill Road Conservation Area

### 3.0 The Proposal

3.1 The application seeks to vary condition nos. 2 (noise management plan) and 3 (external areas) of permission reference 20/02619/S73. The purpose of this is to allow for a specific external seating area of 17.5sqm to be used by patrons of the microbrewery/ drinking establishment during the hours of Tuesday to Thursday: 16:00-21:00, Friday: 16:00-22:00 and Saturday: 12:00-22:00 only.

3.2 Condition no.2 (noise management plan) is proposed to be amended to a compliance condition whereby the use of the site has to be carried out with the Noise Management Plan (dated 2021) submitted as part of this application. The new Noise Management Plan would allow for the use of the external eating area from 16:00 – 21:00 Tuesday – Thursday, 16:00 – 22:00 on Fridays and 12:00 – 22:00 on Saturdays. Other proposed restrictions would be:

- Limiting seating to three tables;
- Giving patrons a 30 minute warning and a 5 minute warning prior to tables being put away;
- The tables will be put away by 21:00 Tuesday – Thursday and 22:00 Friday and Saturday; and

- Signage will be placed in the brewery that is visible to patrons who are going to the outside tables that notifies them of the closing times of the outside seating.

3.3 Condition no.3 (external seating) is proposed to be amended to:

*“The external seating area for patrons shall be strictly limited to the 17.5sq m seating area as shown by the blue line within approved drawing number P101, including accessing this seating area from inside. This external seating area shall only be used by patrons during the following hours: Tuesday to Thursday: 16:00-21:00, Friday: 16:00-22:00 and Saturday: 12:00-22:00.”*

3.4 A plan (P101) is included within this application which outlines the extent of the proposed seating. This would allow for 3 tables to be used by patrons.

#### 4.0 Relevant Site History

Reference	Description	Outcome
22/00968/S73	S73 to vary condition 4 of ref: 19/0902/FUL (Change of use from existing automobile repair shop (vacant unit) to a mixed use Class B2 (micro-brewery) and Class A4 (drinking establishment) and installation of cycle storage facilities) in order to provide an outside seating area for Patron use.	Withdrawn.
20/02619/S73	S73 to vary condition 5 of ref: 19/0902/FUL (Change of use from existing automobile repair shop (vacant unit) to a mixed use Class B2 (micro-brewery) and Class A4 (drinking establishment) and installation of cycle storage facilities) to read: The Premises shall only be open to the public at the following times: . Tuesday-Friday 16:00hrs-23:00hrs . Saturday: 11:00hrs-23:00hrs	Approved 9 February 2022
19/0902/FUL	Change of use from existing automobile repair shop (vacant unit) to a mixed use Class B2 (micro-brewery) and Class A4 (drinking establishment) and	Approved 11 October 2019

	installation of cycle storage facilities.	
18/1123/FUL	Retrospective planning application for the change of use of existing buildings from Class B2 micro-brewery to Class B2 micro-brewery and Class A4 Drinking establishment.	Approved (temporary 1 year) 11 March 2019

- 4.1 On 11 March 2019, temporary planning permission was granted for the retrospective change of use of the existing buildings from Class B2 micro-brewery to Class B2 micro-brewery and Class A4 Drinking establishment. This permission did not include any restrictions on the use of the external areas but the permission only lasted for one year and expired on 11 March 2020. The external area was capable of accommodating approximately 10no. tables and over 50no. people.
- 4.2 Following the expiry of the temporary permission, permanent permissions (19/0902/FUL & 20/02619/S73) were subsequently granted but, importantly, these did not include external seating and attached to these was a condition (no.3) which strictly prohibits patron use of the external areas at all time.
- 4.3 The previous permissions on the site also included a condition relating to a Noise Management Plan. The Noise Management Plan, as approved, stipulates, among other restrictions, that no external seating areas are to be included.
- 4.4 An application (22/00968/S73) was previously made for the use of a 17.5sqm external seating area. This was withdrawn due to insufficient information in the form of a lack of a Noise Management Plan.

## 5.0 Policy

### 5.1 National

National Planning Policy Framework 2021

National Planning Practice Guidance

National Design Guide 2021

Environment Act 2021

Equalities Act 2010

Planning and Compulsory Purchase Act 2004

Circular 11/95 (Conditions, Annex A)



## **5.2 Cambridge Local Plan 2018**

Policy 1: The presumption in favour of sustainable development

Policy 35: Human health and quality of life

Policy 36: Air quality, odour and dust

Policy 41: Protection of business space

Policy 55: Responding to context

Policy 56: Creating successful places

Policy 58: Altering and extending existing buildings

Policy 61: Conservation and enhancement of historic environment

Policy 81: Mitigating the transport impact of development

Policy 82: Parking management

## **5.3 Neighbourhood Plan**

N/A

## **5.4 Supplementary Planning Documents**

Sustainable Design and Construction SPD – Adopted January 2020

## **5.5 Other Guidance**

Mill Road Conservation Area (2011)

## **6.0 Consultations**

### **6.1 County Highways Development Management – No Objection**

6.2 Following a careful review of the documents provided to the Highway Authority as part of the above planning application, no significant adverse effect upon the Public Highway should result from this proposal, should it gain benefit of Planning Permission.

### **6.3 Conservation Officer – No Objection**

6.4 The application has been assessed and it is considered that the proposal would not give rise to any harm to any heritage assets.

### **6.5 Environmental Health – No Objection**

6.6 The proposed development is acceptable. We fully acknowledge that alleged noise and disturbance from patrons at the premises have previously resulted in noise complaints being made to our service. These complaints were received prior to the implementation of planning controls on the premises (planning controls were established at the end of March 2019 on approval of the retrospective planning application 18/1123/FUL). The complaints related to a variety of issues including alleged loud voices, singing and shouting, noise from patrons leaving the premises, noise from people in the street, noise from the mobile food van that parked at the

front of the premises and noise from loud music (music is prohibited through planning condition). On review of all complaints made to date, I note the following:

- No noise complaint made to Environmental Health has been substantiated as noise nuisance and we have had no cause to take enforcement action as a result of any complaint made to us (either through the Licensing regime or the noise nuisance regime),
- There have been no complaints made to Environmental Health about noise from the premises since 3rd March 2019 (acknowledging restricted operations from March 2020 through to March 2022 due to Covid lockdowns).

6.7 Notwithstanding the above, if the Planning Case Officer has any concerns regarding the complaint history, we would support the granting of planning permission on a temporary basis if it was felt appropriate to do so.

6.8 We welcome the limited hours proposed. They do not impinge on the later evening periods / night-time (10pm onwards).

6.9 In terms of external noise management, success will largely be based on strict and effective management and control by members of staff, compliance with the restrictions on hours and the commitments made above and therefore it is paramount that all members of staff are fully aware of the requirements and are able to effectively enforce the management commitments made.

6.10 A premises license informative is recommended.

#### **6.11 Network Rail**

6.12 No response received.

#### **7.0 Third Party Representations**

7.1 7no. representations in objection have been received. Those in objection have raised the following issues:

- Appreciate Calverley's is well managed but what is often over looked is that good, clean fun is actually noisy, and this noise carries to the residents;
- The comments in support are from non-local residents;
- The lack of complaints is not just due to Covid but also due to the fact the outdoor space can't be used;
- Harm to amenity of nearby residential properties.
- Outdoor street drinking occurs anyway.
- Enforceability of keeping drinkers strictly limited to the blue line is questioned.

- When there was an outdoor seating area the noise was unbearable. It was not possible residents to enjoy their gardens or rooms facing the pub operation. Unbearable in summer with windows closed.
- Other local noise complaints outside Petersfield which has outside seating.
- The noise from trains is only approximately 30 seconds every 30 minutes and is not disruptive like the constant noise from outdoor seating.
- There are other pubs all within a 5 minute walk (Petersfield, Geldart, White Swan, Cambridge Blue) and so there's no need for an additional pub.

7.2 15no. representations in support have been received. Those in support have cited the following reasons:

- The trains next door are far louder than any noise associated with outdoor seating;
- All other public houses have this type of outdoor seating facility and cause no trouble;
- Proposal would bolster local community and encourage interaction between people;
- The management of the brewery to date has been good and sure that outdoor seating can be well managed;
- Calverley's is a unique venue as it is the only brewery tap room in central Cambridge and this should be supported;
- When outdoor seating was last used it was never too loud; and
- Policy 72 of the Local Plan (2018) supports a 'vibrant & diverse' mix of uses. The Mill Road Depot development and Chisholm Trail will connect the site much more directly to the Mill Road Opportunity Area.

## **8.0 Local Interest Groups and Organisations**

8.1 The Cambridge and District Branch of the Campaign for Real Ale (CAMRA) has made a representation supporting the application on the following grounds:

- the taproom which has opened is highly successful and is one of the sought-out destination for beer drinkers in Cambridge;
- The Covid-19 pandemic highlighted the benefits of having outdoor seating and those places with outdoor drinking areas fared better than those that didn't;
- If granted, this application would allow more people to enjoy Calverley's beers and would improve the finances of the brewery making it more likely that they will continue trading in this part of Cambridge.

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

## **9.0 Assessment**

### **9.1 Principle of Development**

9.2 The principle of development was established under application reference 19/0902/FUL, granted 11<sup>th</sup> October 2019.

9.3 The Planning Practice Guidance (PPG) notes that there are instances where new issues may arise after planning permission has been granted, which require modification of the approved proposals. The PPG advises that where modifications are fundamental or substantial a new planning application will be required. Where less substantial changes are proposed a non-material amendment application can be submitted, or a minor material amendment (Section 73 application) where there is a relevant condition that can be varied.

9.4 There is no statutory definition within the PPG of a 'minor material amendment' but it states that it is likely to include any amendment where its scale and/or nature results in a development which is not substantially different from the one which has been approved.

9.5 In this instance, the proposed amendment would vary condition nos. 2 (noise management plan) and 3 (external areas) of permission reference 20/02619/S73. The purpose of this is to allow for a specific external seating area of 17.5sqm to be used by patrons of the microbrewery/ drinking establishment during the hours of Tuesday to Thursday: 16:00-21:00, Friday: 16:00-22:00 and Saturday: 12:00-22:00 only

9.6 The proposed amendment is considered to constitute a minor material amendment. The material consideration for the application is the impact of the proposed amendment and subsequent variations to conditions nos. 2 and 3 on the residential amenity of nearby occupiers.

### **9.7 Amenity**

9.8 Policies 35, 36, 55, 56 and 58 seek to preserve the amenity of neighbouring in terms of noise and disturbance, overshadowing, overlooking or overbearing and through providing high quality internal and external spaces. As the proposed amendment would seek to vary conditions 2 and 3 only, it is only the matters of noise and disturbance and overlooking of neighbours that could be materially affected by the proposed variations.

9.9 In considering the context of the site and the nature of the proposal, it is considered that the neighbouring properties that may be affected by any variation to condition nos.2 and 3 are the row of terraced properties to the west at nos. 80 – 108 Ainsworth Street and nos.23 and 23b Hooper Street. These properties all have rear elevations and gardens that face towards the site and/or are in close proximity to the site. No.23b is unique in that it is situated immediately to the north of the site.

- 9.10 It is not considered that neighbouring properties to the west would experience a harmful loss of privacy from patrons using the proposed outdoor seating area. The proposed seating area is situated adjacent to the 'taproom' element of the site and any views towards neighbours gardens at ground level would be largely blocked by the existing single-storey units running north-to-south on the west side of the application site. In addition, the distance from the rear elevations would be approximately 28m at its closest point. At this distance, it is not considered the privacy of neighbours rear windows would be harmful impaired.
- 9.11 No.23b adjoins the boundary of the application site immediately to the north. Users of the outdoor seating area would have views out towards the front elevation and front garden area of this neighbour. Although this is a close relationship, it is not considered that, when taking into account the existing proximity of this neighbour to the yard area, the allowance of outdoor seating would impair the privacy of this neighbour more than present. The yard area already experiences comings and goings associated with the existing occupier and that of neighbouring businesses to the north. Therefore, the introduction of outdoor seating into a specific area would not, in the view of officers, exacerbate the levels of privacy afforded to this neighbour.
- 9.12 Whilst loss of privacy is not considered to be a concern, the use of the outdoor seating could potentially have an impact on neighbouring properties in terms of noise and disturbance. This requires careful consideration.
- 9.13 The Council's Environmental Health team have assessed the application and consider the proposed variations to the conditions to be acceptable. They have referenced that no noise complaint made to Environmental Health has been substantiated as noise nuisance and they have had no cause to take enforcement action as a result of any complaint made to them (either through the Licensing regime or the noise nuisance regime). In addition, there have been no complaints made to Environmental Health about noise from the premises since 3rd March 2019 (acknowledging restricted operations from March 2020 through to March 2022 due to Covid lockdowns).
- 9.14 It is acknowledged by planning officers that no noise complaint has been received since March 2019 but it must be factored in that this coincided with the expiry of the temporary permission whereby use of the outdoor seating area ceased.
- 9.15 The Environmental Health Team have reviewed the proposed Noise Management Plan and are satisfied with the proposed hours of use of the external seating areas being limited to 10pm which they consider to not impinge on the later evening periods/ night-time. Furthermore the proposed Noise Management Plan make several commitments which include:

- Implementing a system involving a warning for disruptive patrons in the first instance, and then request to leave the premises if noise persists;
- Display of notices asking customers to respect neighbours, be conscious of noise levels, and leave the premises in a quiet manner;
- Verbal announcement asking customers to leave;
- Seating limited to 3no tables and to be kept within the area identified in the application documents;
- Verbal warnings given to outside patrons prior to the above end times;
- Tables to be put away at the end of the proposed external seating closure times; and
- Signage to be displayed informing patrons of the outdoor seating area closure times.

9.16 The proposed external seating area would be considerably smaller in size than what was approved originally under the temporary one year permission that ran until March 2019. As proposed, it would be confined to a 17.5sqm area, this would allow for three tables. In contrast, during the one year temporary permission, up to circa 90sqm was capable of being used by patrons externally which, according to the Environmental Health Team, was able to accommodate up to 10 tables.

9.17 Therefore the likely levels of noise from the proposed use of the 17.5sqm external seating area would be noticeably lower than that compared to the previously unrestricted seating area used between March 2019 to March 2020. In addition, the hours of use of these external seating areas would cease one hour earlier than the inside hours of use already established on the site. This too would likely result in noise levels being lower than those that occurred when the external seating was unrestricted.

9.18 Notwithstanding this and despite the lack of an objection from the Environmental Health Team, officers do have some reservations regarding the re-introduction of external seating for patrons. The representations of neighbours adjacent are noted. The site itself sits within a residential context and whilst historically there has been a B2 business use in operation from this site for a considerable length of time, the noise associated with external patrons of a drinking establishment into evening hours can be different to a traditional B2 use that operates during daytime hours.

9.19 It is acknowledged that representations in support have pointed out that frequent train movements immediately to the east are already noisy. Although officers accept that there is a noise associated with these movements, having visited neighbouring properties, it is considered that the nature and frequency of the noise is materially different to the type of noise associated with outdoor patron seating.

- 9.20 The unrestricted use of the external area for seating between March 2019 – March 2020 was found not to be compatible with its surroundings and therefore the matter of noise and disturbance is a critical issue. The reduction in the quantum of the external seating area and the strict measures in the proposed Noise Management Plan would likely have less of an impact when compared to the former unrestricted use between March 2019 – March 2020.
- 9.21 Overall, taking all matters into consideration, it is the view of officers that, on balance, it would only be appropriate for the variation of the associated conditions and subsequent use of the external seating area to be granted on a one year temporary basis. This is because it is necessary to effectively trial the proposed external seating area to ensure that the amount of patrons using the 17.5sqm external seating area does not harm neighbour amenity. In addition, it is also necessary to understand the effectiveness of the measures set out in the proposed Noise Management Plan. The applicant would subsequently have to re-apply to continue using the external seating area if desired, by which time qualitative and quantitative data should be available to officers to make an informed decision as to whether extend the permission if sought.
- 9.22 In conclusion, subject to the use being restricted to a one year period only, the proposal adequately respects the amenity of its neighbours and is considered that it is compliant with Cambridge Local Plan (2018) policies 35, 36, 55, 56 and 58.

**9.23 Third Party Representations**

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

Third Party Comment	Officer Response
Representations in Objection	
The comments in support are from non-local residents.	The address of representors does not impact the level of weight to be attributed to representations.
Outdoor street drinking occurs anyway.	The nuisance associated with street drinking from patrons is a matter for the licensing team/ environmental health enforcement team.
Other local noise complaints outside Petersfield which has outside seating.	This is a different site and cannot be used as a direct comparison.
There are other pubs all within a 5 minute walk (Petersfield, Geldart, White Swan, Cambridge Blue) and	The drinking establishment is already an established use.

so there's no need for an additional pub.	
<b>Representations in Support</b>	
All other public houses have this type of outdoor seating facility and cause no trouble.	The application site and proposal has to be assessed on its own merits and the fact that other public houses have outdoor seating does not mean that it will be acceptable in all instances.
<p>Proposal would bolster local community and encourage interaction between people.</p> <p>Policy 72 of the Local Plan (2018) supports a 'vibrant &amp; diverse' mix of uses. The Mill Road Depot development and Chisholm Trail will connect the site much more directly to the Mill Road Opportunity Area.</p> <p>Calverley's is a unique venue as it is the only brewery tap room in central Cambridge and this should be supported.</p>	The benefit of drinking establishments such as this for community cohesion/ interaction are noted. However the use of the site and principle of development has been established and is not pertinent to the material impacts of the proposed condition variation.
The management of the brewery to date has been good and sure that outdoor seating can be well managed.	The application must be assessed on the use of the land and not specific to the current occupier. The one year temporary period suggested by officers will test the effectiveness of the management and the noise management plan.

## 9.25 Planning Balance

- 9.26 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).
- 9.27 There is a degree of uncertainty regarding the levels of noise and management of the outdoor seating space for patrons that would result from the proposed variations to condition nos. 3 and 4. The unrestricted use of the outdoor seating area by patrons for the year period between



March 2019 – March 2020 was considered to be harmful to the amenity of nearby residential properties in terms of noise and disturbance.

- 9.28 The proposed confinement of outdoor seating to a 17.5sqm area together with the measures set out in the proposed Noise Management Plan, including stricter hours of use of this space, would likely result in lower noise levels than when outdoor seating was previously unrestricted. Nevertheless, there remains a degree of uncertainty regarding the effectiveness of the quantum of this space and the proposed Noise Management Plan.
- 9.29 The proposed introduction of outdoor seating to the drinking establishment would inevitably bring with it certain benefits. These include supporting the viability of a local business and community facility and expanding the range of community facilities available to residents and visitors.
- 9.30 Taking all matters into consideration, it is considered that in this case, on balance, the appropriate way forward would be for the variation to the conditions referenced to be strictly limited to a one year period. This would then allow the effectiveness and enforceability of the proposals to be appropriately monitored.
- 9.31 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval subject to being limited to a one year period.

## **10.0 Recommendation**

### **10.1 Approve** subject to:

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

## **11.0 Planning Conditions**

- 1 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 For a period of no more than one calendar year from the date of this permission (23/00600/S73), the premises shall be operated and managed in accordance with the submitted and approved "Noise Management Plan To: Cambridge City Council Ref: Calverley's Brewery. 23A Hooper Street, Cambridge" (Version 1.1 dated 28th July 2021). The Noise Management Plan will be reviewed and updated at the request of

the Local Planning Authority and/or in response to noise complaints. Updates shall be approved in writing by the Local Planning Authority prior to implementation. Following the completion of the one calendar year period from the date of this permission (23/00600/S73), the premises shall revert back to being operated and managed in accordance with the previously submitted and approved "Noise Management Plan To: Cambridge City Council Ref: Calverley's Brewery, 23a Hooper Street, Cambridge dated 19th June 2019" or any subsequent Noise Management Plan that is submitted to and approved in writing by the Local Planning Authority and implemented in accordance with this thereafter.

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

- 3 For a period of no more than one calendar year from the date of this permission (23/00600/S73), the external seating area for patrons shall be strictly limited to the 17.5sq m seating area as shown by the blue line within approved drawing number P101 and this external seating area shall only be used by patrons during the following hours: Tuesday to Thursday: 16:00-21:00, Friday: 16:00-22:00 and Saturday: 12:00-22:00. Following the completion of the one calendar year period from the date of this permission (23/00600/S73), patron use of the external areas of the premises shall be prohibited at all times.

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

- 4 The Premises shall only be open to the public at the following times:  
- Tuesday-Friday 16:00hrs-23:00hrs  
- Saturday: 11:00hrs-23:00hrs  
Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan (2018) policy 35).

- 5 Music (to include internal or external amplified and unamplified music) and amplified voice is not permitted on site at any time.  
Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan (2018) policy 35).

- 6 The external garage doors on the ground floor of the main unit building opening directly on to / fronting Hooper Street (or any opening in this location should the garage doors as detailed be replaced) shall be kept closed at all times and shall not be used for patron ingress / egress when the premises is open to the public and operating as A4 Class Use - as a drinking establishment.  
Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan (2018) policy 35).

- 7 No bottles, kegs / barrels or other commercial refuse / waste or recycling material associated with the approved uses / site shall be emptied into

external receptacles and the said receptacles and kegs / barrels shall not be taken out externally or moved around the external of the site between the hours of 2100-0700 hours.

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

- 8 There shall be no operational dispatches / collections from and deliveries to the site outside the following hours: Monday - Saturday: 0800hrs - 1800hrs There are to be no deliveries made on Sundays or bank / Public Holidays.

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

- 9 There shall be no preparation or cooking of hot food on the site at any time.

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

- 10 The premises shall be operated and used for the purposes as details/defined within the Planning Statement submitted within application 19/0902/FUL; Ref: Calverley's Brewery, 23a Hooper Street, Cambridge (prepared by Maidenhead Planning and dated 4th June 2019) and for no other purpose (including any other purposes in Class B2 of the schedule to the Town and Country Planning (Use Classes) Order 1987 (Amended 2020), or in any provision equivalent to the Class in any statutory instrument revoking and re-enacting that Order with or without modification) without the granting of a specific planning permission.

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

- 11 The cycle facilities shall be provided in accordance with the approved details before the use of the development commences and permanently maintained thereafter.

Reason: To ensure satisfactory provision for the secure storage of bicycles and refuse arrangements. (Cambridge Local Plan 2018 policies 82 and 56)

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# Agenda Item 9



<b>Planning Committee Date</b>	5 July 2023
<b>Report to</b>	Cambridge City Council Planning Committee
<b>Lead Officer</b>	Joint Director of Planning and Economic Development
<b>Reference</b>	22/04783/FUL
<b>Site</b>	Land R/O 115 Shelford Road, Cambridge
<b>Ward / Parish</b>	Trumpington
<b>Proposal</b>	Erection of eight dwellings along with access, car parking, landscaping and associated infrastructure works
<b>Applicant</b>	Austin Drive Developments Ltd
<b>Presenting Officer</b>	Katie Christodoulides Principal Planner
<b>Reason Reported to Committee</b>	Third party representations
<b>Member Site Visit Date</b>	N/A
<b>Key Issues</b>	<ol style="list-style-type: none"><li>1. Principle of Development</li><li>2. Character of the Area</li><li>3. Residential Amenity</li><li>4. Highway Safety</li><li>5. Parking Provision</li></ol>
<b>Recommendation</b>	<b>APPROVE</b> subject to conditions

## 1.0 Executive Summary

- 1.1 This application seeks the erection of eight dwellings along with access, car parking, landscaping and associated infrastructure works.
- 1.2 The application follows a previous planning application on the site (17/2267/FUL) which was approved at Planning Committee for the erection of 9 x 2-bedroom flats and associated works.
- 1.3 This proposal seeks the erection of eight, three-bedroom dwellings.
- 1.4 The proposal accords with the Local Plan 2018 as the design and scale would not have an adverse impact on the character of the surrounding area. The proposed development would not have any significant adverse impact on the residential amenity of the neighbouring properties and would provide a high quality living environment for future occupiers.
- 1.5 Officers recommend that the Planning Committee approve the application.

## 2.0 Site Description and Context

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

\*X indicates relevance

- 2.1 The proposed site is 0.16ha in area and bounded by Addenbrookes Road to the north-west, Shelford Road to the south west and Austin Drive to the east. The application site is located to the south of Cambridge in a residential area. The site is adjacent to the Clay Farm Site which is an area of Major Change and the Abode Countryside development to the east.
- 2.2 The site is currently an overgrown and disused garden space at the rear of 115, 117 and 119 Shelford Road. There is an existing access along Addenbrookes Road which serves the car parking area of 115 and 117 Shelford Road. The site is bounded by 1.82 metre high close boarded fences and hedging. The site lies within flood zone 1 (low risk).

### **3.0 The Proposal**

- 3.1 The application seeks consent for the erection of eight three bed dwellings along with access off Austin Drive, car parking, landscaping and associated infrastructure works.
- 3.2 The proposal would include one car parking space per dwelling with the provision of one visitor and accessibility parking space.
- 3.3 A similar proposal was brought to Planning Committee on 17 June 2019. The application (17/2267/FUL) was for the erection of 9 x 2-bedroom flats and associated works and was approved.

### **4.0 Relevant Site History**

<b>Reference</b>	<b>Description</b>	<b>Outcome</b>
17/2267/FUL	Erection of 9 x 2-bedroom flats and associated works.	Approved.

### **5.0 Policy**

#### **5.1 National**

National Planning Policy Framework 2021  
National Planning Practice Guidance  
Circular 11/95 – The Use of Conditions in Planning Permissions (Annex A)  
Planning Policy Statement – Green Belt protection and intentional unauthorised development August 2015  
Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration)

#### **5.2 Cambridge Local Plan 2018**

Policy 27: Site specific development opportunities  
Policy 28: Carbon reduction, community energy networks, sustainable design and construction, and water use  
Policy 29: Renewable and low carbon energy generation  
Policy 33: Contaminated land  
Policy 35: Protection of human health from noise and vibration  
Policy 36: Air quality, odour and dust  
Policy 50: Residential space standards  
Policy 51: Accessible Homes  
Policy 52: Protecting garden land and the subdivision of existing dwelling plots  
Policy 55: Responding to context

- Policy 56: Creating successful places
- Policy 57: Designing new buildings
- Policy 59: Designing landscape and the public realm
- Policy 70: Protection of priority species and habitats
- Policy 71: Trees
- Policy 73: Community, sports and leisure facilities
- Policy 80: Supporting sustainable access to development
- Policy 81: Mitigating the transport impact of development
- Policy 82: Parking management
- Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

### 5.3 **Supplementary Planning Documents**

Cambridgeshire and Peterborough Flood and Water  
Greater Cambridge Biodiversity – Adopted February 2022

### 5.4 **Other Guidance**

Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (2001).  
Cambridge and Milton Surface Water Management Plan (2011)  
Cambridge and South Cambridgeshire Level 1 Strategic Flood Risk Assessment (2010)  
Greater Cambridge Sustainable Design and Construction SPD (2020)  
Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste  
Cambridgeshire Design Guide For Streets and Public Realm (2007)  
Cycle Parking Guide for New Residential Developments (2010)

## 6.0 **Consultations**

### 6.1 **Cambridgeshire County Council (Highways Development Control) – No objection**

The Highway Authority will not be seeking to adopt the site as highway maintainable as the proposal does not meet the minimum requirements for adoption. Requests conditions in regard to the future management and maintenance of the proposed streets within the site, the falls and levels for the paved surfaces, no serving of the site during construction being carried out from Addenbrookes Road, details of contractor parking and informatives.

### 6.2 **Sustainable Drainage Officer – No Objection**

### 6.3 **Recommends conditions in regard to surface water, management and maintenance, foul drainage and surface water flood risk.**



#### 6.4 **County Archaeology –No Objection**

The site lies in an area of archaeological potential, known from extensive cropmarks and subsequent archaeological investigations. Due to the archaeological potential of the site, requests a condition in regard to a programme of investigation and recording of archaeological work and informatives.

#### 6.5 **Senior Sustainability Officer – No Objection**

6.6 From a sustainable design and construction perspective, the proposals are supported. Recommends conditions in regard to carbon reduction and water efficiency.

#### 6.7 **Ecology Officer –No Objection**

6.8 Requests a Biodiversity Net Gain assessment for the scheme and a condition in regard to a badger survey.

#### 6.9 **Tree Officer – No comments received.**

No comments received (out of time).

#### 6.10 **Environmental Health –No Objection**

6.11 Recommends conditions in regard to construction and demolition hours, piling, dust and plant noise insulation and bespoke conditions in regard to acoustic assessment compliance, ventilation scheme, contaminated land and informatives in regard to dust and air source heat pumps.

### 7.0 **Third Party Representations**

7.1 0 representations support the proposals, 2 representations object to the proposals and 1 representation is neutral.

7.2 The representations can be summarised as follows:

7.3 Visual Impact

-Houses are much more in keeping with the aesthetic of the neighbouring properties on Austin Drive than the previous proposal and with one fewer property planned.

-Too Intense development

7.4 Parking and Highway Safety

- Parking of vehicles all over verges, paths and visitor spaces and other residents spaces, such as Exeter Close and Showground Close.
- Parking experienced in the area along cycle and pedestrian paths.
- Limited cycle parking and cannot support cargo style bicycles.
- Construction traffic impact on the surrounding area and residents.
- Parking on road to the site blocks driveway to No.57 Austin Drive.
- Construction traffic will cause significant problems for residents.
- Developers should access the site from Addenbrookes Road site.
- Concerns regarding collision with existing residents and new residents leaving or arriving at the new houses.
- Question over there being sufficient road space in Austin Drive.
- Requests planning condition that all trades park on the site and not in front of 121 Shelford Road, Trumpington.
- Parking occurs on the grass verge outside Nos. 115, 117, 119 and 123 which is dangerous in view of the cycle lane and blocking the views of the driveway of 121.

#### 7.5 Landscaping

- Ensure landscaping enforced to a high standard and maintained to ensure it is well established.
- Plans for landscaping look reasonable.

#### 7.6 Amenity

- What windows will be installed fronting the properties 1-4 to Addenbrookes Road to assist the future residents from all the noise pollution.

7.7 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the Council's website.

### **8.0 Assessment**

#### **8.1 Principle of Development**

8.2 The provision of extra housing within the city is supported in the Cambridge Local Plan 2018. Policy 3 of the Cambridge Local Plan (2018) states that the majority of new development should be focused in and around the existing urban area of Cambridge, creating sustainable inclusive communities and enable the maximum number of people to access services locally. The proposal would accord with Policy 3 given the site is surrounded by residential development and located in close proximity to various services and facilities, this is subject to considerations such as impact on neighbour amenity and visual aesthetics.

8.3 The application site is within close proximity to the Cambridge Southern Fringe area of major change. There have been a substantial number of residential

developments that have been completed and remain under construction within this area. The proposal is in keeping with the residential surrounding area.

- 8.4 Policy 52 of the Cambridge Local Plan 2018 is aimed at safeguarding against unreasonable loss of garden land. This site, which is currently garden land.
- 8.5 Local Plan policy 52 states that residential development within the garden area or curtilage of existing properties will only be permitted where:
- a. the form, height and layout of the proposed development is appropriate to the surrounding pattern of development and the character of the area;
  - b. sufficient garden space and space around existing dwellings is retained, especially where these spaces and any trees are worthy of retention due to their contribution to the character of the area and their importance for biodiversity;
  - c. the amenity and privacy of neighbouring, existing and new properties is protected;
  - d. provision is made for adequate amenity space, vehicular access arrangements and parking spaces for the proposed and existing properties; and
  - e. there is no detrimental effect on the potential comprehensive development of the wider area.
- 8.6 The proposal is considered to comply with Policy 52 for the reasons set out in the relevant sections of the report.
- 8.7 A previous planning application for the site was granted under planning approval (17/2267/FUL) for the erection of 9 x 2-bedroom flats and associated works. Given the above, the site is considered appropriate for residential development.
- 8.8 The principle of the development is acceptable and in accordance with policies 3 and 52 of the Local Plan.
- 8.9 **Design, Layout, Scale and Landscaping**
- 8.10 Policies 52, 55, 56, 57, 58 and 59 seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully contrasts with existing building forms and materials and includes appropriate landscaping and boundary treatment. The key design issue is the design and appearance of the proposed new development in its setting. The proposal will comprise of eight 2.5 storey dwellings set within two terrace blocks. The proposal layout and height of the dwellings would be similar to the existing dwellings forming Austin Drive and Shelford Road.
- 8.11 The development will be in keeping with the surrounding character. The frontage of the site on to the Addenbrooke's Access Road (AAR) consists of residential

development including a mix of flats and dwellings along much of its course. The surrounding developments include Clay Farm to the east, Glebe Farm to the west and other new dwellings directly to the north of the site comprise a variety of both two and three storey residential developments. The development of the application site is not considered to be inappropriate in that context.

- 8.12 When viewed from Shelford Road and Addenbrookes Road junction, the proposed development would appear as a row of contemporary units. The scale and massing would accord with the surrounding residential development. The proposed use of materials would be considered to be appropriate to the surrounding built form.
- 8.13 A new pedestrian link from the site is proposed to the public footpath which runs along Addenbrookes Road. The proposal would provide for connections with the adjacent footpaths and area.
- 8.14 Overall, the proposed development is a high-quality design that would contribute positively to its surroundings and be appropriately landscaped. The design and scale of the proposed development would sit comfortably within this back-land context and would enhance the character and appearance of the area. The proposal is compliant with Cambridge Local Plan (2018) policies 52, 55, 56, 57, 58, 59 and the NPPF.
- 8.15 **Trees and Landscaping**
- 8.16 Policies 59 and 71 seeks to preserve, protect and enhance existing trees and hedges that have amenity value and contribute to the quality and character of the area and provide sufficient space for trees and other vegetation to mature. Para. 131 of the NPPF seeks for existing trees to be retained wherever possible.
- 8.17 An Arboricultural Impact Assessment has been submitted as part of the application, in which the proposed development's arboricultural impact is considered to be low.
- 8.18 A condition shall be added to any consent granted to require details of proposed hard and soft landscaping.
- 8.19 The proposal would result in the loss of existing trees and vegetation, however it is considered acceptable and would comply with Policy 71 of the Cambridge Local Plan 2018.
- 8.20 **Carbon Reduction and Sustainable Design**

- 8.21 The Council's Sustainable Design and Construction SPD (2020) sets out a framework for proposals to demonstrate they have been designed to minimise their carbon footprint, energy and water consumption and to ensure they are capable of responding to climate change.
- 8.22 Policy 28 states development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals, including issues such as climate change adaptation, carbon reduction and water management. The same policy requires new residential developments to achieve as a minimum water efficiency to 110 litres pp per day and a 44% on site reduction of regulated carbon emissions and for non-residential buildings to achieve full credits for Wat 01 of the BREEAM standard for water efficiency and the minimum requirement associated with BREEAM excellent for carbon emissions.
- 8.23 Policy 29 supports proposals which involve the provision of renewable and / or low carbon generation provided adverse impacts on the environment have been minimised as far as possible.
- 8.24 The proposal details the use of photovoltaic panels and air source heat pumps to reduce carbon emission, water efficiency of no more than 110 litres per person per day and the provision of electric vehicle charge points for all plots.
- 8.25 The application has been subject to formal consultation with the Council's Sustainability Officer who commented on proposal and raised no objections subject to recommended conditions in regard to carbon reduction and water efficiency. A green roof is also included on the proposed bike stores.
- 8.26 The applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance is compliant with Local Plan policies 28 and 29 and the Greater Cambridge Sustainable Design and Construction SPD 2020.
- 8.27 **Biodiversity**
- 8.28 The Environment Act 2021 and the Councils' Biodiversity SPD (2022) requires development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach is embedded within the strategic objectives of the Local Plan and policy 70. Policy 70 states that proposals that harm or disturb populations and habitats should secure achievable mitigation and / or compensatory measures resulting in either no net loss or a net gain of priority habitat and local populations of priority species.

- 8.29 In accordance with policy and circular 06/2005 'Biodiversity and Geological Conservation', the application is accompanied by a Preliminary Ecological Appraisal.
- 9.0 The application has been subject to formal consultation with the Council's Ecology Officer who commented that the submitted appraisal is acceptable. It is clear from the appraisal that meaningful BNG net gain is not capable of being delivered on-site following the redevelopment of the garden area and, in accordance with the Council's Biodiversity SPD, a hierarchical approach to BNG provision suggests that offsite provision as part of strategic biodiversity enhancement at Lower Valley Farm, Fulbourn (secured via condition) would be appropriate and more meaningful in this instance.
- 10.0 The proposed condition is recommended to secure this following the loss of a large area of mature rear garden. Officers are mindful that it would not always be appropriate to allow garden land to be developed in the manner proposed and such issues can be controlled / resisted as matters of principle and character through LP policies 52, 55, 56, 57. However, in this case, the development of the garden land in question would result in a strong affinity with the adjacent Clay Farm site and given the planning history of the site (recognising that the permission is not extant), it is not considered reasonable to resist the development of the site based upon the prevailing character and loss of garden land.
- 11.0 A badger set is present within the site and this will be retained as part of the development. A condition shall be recommended to require a pre-construction badger survey to require mitigation and protection measures.
- 11.1 Officers are satisfied that the proposed development would not result in adverse harm to protected habitats, protected species or priority species and achieve a biodiversity net gain. Taking the above into account, the proposal is compliant with 57, 69 and 70 of the Cambridge Local Plan (2018).
- 11.2 **Water Management and Flood Risk**
- 11.3 Policies 31 and 32 of the Local Plan require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk. Paras. 159 – 169 of the NPPF are relevant.
- 11.4 The site is in Flood Zone 1 and is therefore considered at low risk of flooding.
- 11.5 The Council's Sustainable Drainage Engineer has recommended conditions in regard to surface water scheme, the long term maintenance arrangements for surface water drainage, foul water drainage details and mitigation measures against the risk of flooding from all sources.

- 11.6 It is considered that subject to conditions the proposal is in accordance with Local Plan policies 31 and 32 and NPPF advice.
- 11.7 **Highway Safety and Transport Impacts**
- 11.8 Policy 80 supports developments where access via walking, cycling and public transport are prioritised and is accessible for all. Policy 81 states that developments will only be permitted where they do not have an unacceptable transport impact.
- 11.9 Para. 111 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 11.10 The proposed vehicular access to the site would be through the Austin Drive development to the north east. The access road would serve the parking areas proposed to the south of the site. The access road would measure between 5 and 6 metres wide to allow for vehicles to turn and leave the site in a forward gear.
- 11.11 The application has been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority who have commented on the proposal and raise no objections on highway safety grounds. They have commented that they would not seek to adopt the proposed access road as highway maintainable as the proposal does not meet the minimum requirements for adoption. Conditions as recommended by the Local Highways Authority will be added to any consent granted in regard to details for the proposed arrangements for future management and maintenance of the proposed streets, the paved surfaces be constructed so that their falls and levels are such that no private water from the site drains across or onto the public highway, no serving of the site during the demolition or construction phases must be carried out from Addenbrookes Road and details of contractor parking to be submitted.
- 11.12 The proposal accords with the objectives of policy 80 and 81 of the Local Plan and is compliant with NPPF advice.
- 11.13 **Cycle and Car Parking Provision**
- 11.14 Cycle Parking
- 11.15 The Cambridge Local Plan (2018) supports development which encourages and prioritises sustainable transport, such as walking, cycling and public transport. Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with the cycle parking standards as set out within appendix L which for

residential development states that one cycle space should be provided per bedroom for dwellings of up to 3 bedrooms. These spaces should be located in a purpose-built area at the front of each dwelling and be at least as convenient as car parking provision. To support the encourage sustainable transport, the provision for cargo and electric bikes should be provided on a proportionate basis.

- 11.16 The proposal would provide 24 cycle parking spaces, with a cycle store proposed for each dwelling which would allow for 3 bikes to be parked undercover and securely, using Sheffield stands. The cycle stores would be sited to the rear of the site adjacent to the rear garden area and parking. Whilst not to the front of the dwellings, the provision would be conveniently located for occupants, secure and more convenient than the car parking spaces. The proposal would comply with Policy 82 of the Cambridge Local Plan.
- 11.17 A comment was received from a neighbouring property in regard to the proposed cycle stores and lack of provision to support a cargo style bike. It is acknowledged that the proposed dwellings would be used as family houses and cargo bikes may be used. There is no specific requirement within Policy 82 which requires provision of cargo bike storage, however the plots are of sufficient size to accommodate cargo bikes.
- 11.18 Car parking
- 11.19 Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with, and not exceed, the maximum car parking standards as set out within appendix L. Outside of the Controlled Parking Zone the maximum standard is no more than 1.5 spaces per dwelling for up to 2 bedrooms and no less than a mean of 0.5 spaces per dwelling up to a maximum of 2 spaces per dwelling for 3 or more bedrooms. Car-free and car-capped development is supported provided the site is within an easily walkable and cyclable distance to a District Centre or the City Centre, has high public transport accessibility and the car-free status can be realistically enforced by planning obligations and/or on-street controls.
- 11.20 The Greater Cambridge Sustainable Design and Construction SPD outlines the standards for EV charging at one slow charge point for each dwelling with allocated parking, one slow charge point for every two dwellings with communal parking (at least half of all non-allocated parking spaces) and passive provision for all the remaining car parking spaces to provide capability for increasing provision in the future.
- 11.21 The car parking proposals would provide 1 car parking space per dwelling, with the provision of 1 visitor parking and disabled car parking space. Each car



parking space would have provision for an EV charger. The proposal would comply with Policy 82 of the Cambridge Local Plan.

- 11.22 Comments have been received from neighbouring properties in regard concern over parking in the area on verges, paths, visitor space and other residential spaces and roads. This comment is acknowledged, however the proposal would comply with policy requirements and parking enforcement in the area is a separate matter for the Local Highways Authority and relevant management companies. A condition shall be added to any consent granted to require details of contractor parking during construction.

The proposal is compliant with Cambridge Local Plan (2018) policy 82 and the Greater Cambridge Sustainable Design and Construction SPD.

11.23 **Amenity**

- 11.24 Policy 35, 50, 52, 53 and 58 seek to preserve the amenity of neighbouring and / or future occupiers in terms of noise and disturbance, overshadowing, overlooking or overbearing and through providing high quality internal and external spaces.

- 11.25 Impact on amenity of neighbouring occupiers

- 11.26 The properties most affected by the development will be the occupiers of the nearby Shelford Road, Addenbrookes Road and Austin Road.

- 11.27 Shelford Road Properties

- 11.28 To the west of the site lies the neighbouring properties serving nos. 115 and 117 Shelford Road. The proposed development would be located 21 metres from the rear elevation of No.115 Shelford Road. The proposed development would have an impact in terms of mass and scale, given the existing site is garden land, however given this distance and the inclusion of planting and boundary treatment the proposal is not considered to result in significant harm to amenity in regard to overbearing impact and loss of light.

- 11.29 In regard to privacy, the proposal would have windows sited in the rear and front elevations of the new dwellings with no windows in the side elevations. The proposal would allow for oblique views towards the neighbouring properties but these would be limited.

- 11.30 Addenbrookes Road

- 11.31 The neighbouring properties serving Nos.2-8 Addenbrookes Road lie adjacent to the site to the north east. The proposed development would be set 6 metres away from the neighbouring property serving No.2 Addenbrookes Road. Within the ground side (west) elevation of the neighbouring property at No.2 Addenbrookes Road lies a ground floor window. The proposal has been assessed in terms of loss of light, loss of privacy and overbearing impact and would not result in any significant harm to this neighbour.
- 11.32 Austin Drive Properties
- 11.33 The proposal will result in the intensification of the use of Austin Drive for the proposed site, however it is not considered that the proposal for 8 dwellings would result in a detrimental impact. The County Highways Authority have assessed the proposal and are satisfied that the access can accommodate additional trips and is unlikely to impact on the function of the access.
- 11.34 Concerns have been raised regarding construction traffic on existing residents. A condition shall be added to any consent granted to require details of contractor parking, in order to prevent parking on nearby roads.
- 11.35 The proposal adequately respects the residential amenity of its neighbours and the constraints of the site and is compliant with Cambridge Local Plan (2018) policies 56 (58) and 35.
- 11.36 Future Occupants
- 11.37 The residential amenity of the prospective occupiers must also be considered in terms of the quality of the living environment and provision of adequate amenity space.
- 11.38 Policy 50 of the Cambridge Local Plan (2018) requires all new residential units to meet or exceed the Government's Technical Housing Standards – Nationally Described Space Standards (2015). All of the proposed the units meet the space standards. In this regard, the units would provide a high quality internal living environment for the future occupants. The floor space of the proposed units is presented in the table below against the requirements of policy 50.
- 11.39 The gross internal floor space measurements for units in this application are shown in the table below:

Unit	Number of bedrooms	Number of bed	Number of storeys	Policy Size requirement (m <sup>2</sup> )	Proposed size of unit	Difference in size

		<b>spaces (persons)</b>				
1	3	5	3	99	103.9	4.9
2	3	5	3	99	103.9	4.9
3	3	5	3	99	103.9	4.9
4	3	5	3	99	103.9	4.9
5	3	5	3	99	103.9	4.9
6	3	5	3	99	103.9	4.9
7	3	5	3	99	103.9	4.9
8	3	5	3	99	103.9	4.9
9	3	5	3	99	103.9	4.9

11.40 Size of external amenity space

11.41 Policy 50 of Cambridge Local Plan (2018) states that all new residential units will be expected to have direct access to an area of private amenity space which should be of a shape, size and location to allow effective and practical use of the intended occupiers. The proposed dwellings would each have direct access to a private rear garden.

11.42 The proposal provides an adequate level of residential amenity for future occupiers and is compliant with Cambridge Local Plan (2018) policies 50, 51 and 56.

11.43 Accessible Homes

11.44 The development would comply with the requirements of Part M4(2) of the Building Regulations and would therefore comply with Policy 51 of the Cambridgeshire Local Plan 2018.

11.45 Noise levels within dwellings

11.46 A neighbour in their comments has raised concern regarding the proposed windows of the new dwellings which would face onto Addenbrookes Road and noise from this road. A Noise Assessment was submitted as part of the application in which noise levels and noise emissions from vehicle movements to the habitable areas of the proposed development have been assessed. The Noise Assessment details that acceptable internal noise levels can be achieved in all rooms of the development subject to the adoption of acoustically upgraded glazing and ventilation in the development design.

11.47 The proposal adequately respects the amenity of its neighbours and of future occupants and is considered that it is compliant with Cambridge Local Plan (2018) policies 35, 50, 51, 52, 53, 56 and 58.

#### 11.48 Archaeology

11.49 The site lies in an area of archaeological potential, known from extensive cropmarks and subsequent archaeological investigations. The site lies to the north-west of a series of cropmarks, outlining an extensive Iron Age to Roman Settlement preserved as a schedule monument.

11.50 The application has been subject to formal consultation with the Cambridgeshire County Council Archaeology Officer who comments that due to the archaeological potential of the site a further program of investigation and recording is required in order to provide more information regarding the presence or absence, and condition of surviving archaeological remains within the development area. As such, a condition shall be added to any consent granted to require a program of archeological works to be submitted.

11.51 The proposal would accord with Policy 62 of the Cambridge Local Plan 2018.

#### 11.52 **Waste**

11.53 Bin storage provision is to be provided within stores to the rear of the garden areas for each proposed unit. The refuse vehicles will not enter the site but bins will be collected from the refuse collection area along the access road with the adopted highway at Austin Drive.

11.54 The proposals would be in accordance with the RECAP waste guidelines and would be compliant with the Cambridge Local Plan 2018 policy 57.

#### 11.55 **Other Matters**

##### Affordable Provision

11.56 The proposal would result in a net increase of 8 dwellings. The proposal as a result would be below the threshold for affordable provision. There is no policy basis to require affordable housing provision as part of this application.

#### 11.57 **Planning Balance**

- 11.58 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).
- 11.59 The principle of the development of the site to residential use is acceptable in policy terms. The proposal would provide a high-quality residential development for future occupiers whilst no significant neighbour amenity or highway safety harm has been identified. The application has support from the County Council's Highway Officers and Archaeology Officers and Council's Drainage, Ecology and Sustainability Officers.
- 11.60 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.

## **12.0 Recommendation**

### **12.1 Approve** subject to:

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

## **13.0 Planning Conditions**

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).

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.

3. No development above slab level shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2018 policies 55, 57 and 58)

4. No development above slab level shall take place until a sample panel of the facing materials to be used has been erected on site to establish the detail of bonding, coursing and colour and type of jointing and parapet detailing shall be agreed in writing with the local planning authority. The quality of finish and materials incorporated in any approved sample panel(s), which shall not be demolished prior to completion of development, shall be maintained throughout the development.

Reason: In the interests of visual amenity and to ensure that the quality and colour of the detailing of the brickwork/stonework/render/timber and jointing and parapet detailing is acceptable and maintained throughout the development. (Cambridge Local Plan 2018 policies 55 and 57)

5. No development above slab level shall take place 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 (eg furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (eg 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); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate 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)

6. No development shall take place above slab level until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatments to be erected. The boundary treatment, which shall include gaps for hedgehogs, shall be completed before the use hereby permitted is commenced and retained thereafter. Development shall be carried out in accordance with the approved details.

Reason: To ensure an appropriate boundary treatment is implemented. (Cambridge Local Plan 2018 policies 55,57 and 59)

7. 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).

8. In the event of piling, no development shall commence until a method statement detailing the type of piling, mitigation measures and monitoring to protect local residents from noise and/or vibration has been submitted to and approved in writing by the Local Planning Authority. Potential noise and vibration levels at the nearest noise sensitive locations shall be assessed in accordance with the provisions of BS 5228-1&2:2009 Code of Practice for noise and vibration control on construction and open sites.

Development shall be carried out in accordance with the approved statement.

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

9. 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).

10. 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).

11. The noise insulation scheme and mitigation requirements as stated within the Cass Allen Noise Assessment (RP02-16196) dated 18th December 2017 shall be fully implemented, maintained and not altered.

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

12. Prior to the commencement of development and construction, details of an alternative ventilation scheme for the habitable rooms to negate and replace the need to open windows, in order to protect future occupiers from external traffic noise shall be submitted to and approved in writing by the local planning authority. The ventilation scheme shall source air from the rear of the development away from Addenbrookes Road. The ventilation scheme shall achieve at least 2 air changes per hour. Full details are also required of the operating noise level of the alternative ventilation system. The scheme shall be installed before the use hereby permitted is commenced and shall be fully retained thereafter.

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety in accordance with Cambridge Local Plan 2018, policy 35).

13. If previously unidentified contamination is encountered whilst undertaking the development, works shall immediately cease on site until the Local Planning Authority has been notified and/or the additional contamination has been fully assessed and an appropriate remediation and validation/reporting scheme agreed with the Local Planning Authority. Remedial actions shall then be implemented in line with the agreed remediation scheme and a validation report will be provided to the Local Planning Authority for consideration.

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13.

14. No dwelling shall be occupied until a Carbon Reduction Statement has been submitted to and approved in writing by the local planning authority. The Statement shall include SAP calculations which demonstrate that all dwelling units will achieve carbon reductions as required by the 2021 edition of Part L of the Building Regulations. Where on-site renewable or low carbon technologies are proposed, the Statement shall include:

a) A schedule of proposed on-site renewable energy or low carbon technologies, their location and design; and

b) Details of any mitigation measures required to maintain amenity and prevent nuisance.

The proposed renewable or low carbon energy technologies and associated mitigation shall be fully implemented in accordance with the measures set out in the Statement prior to the occupation of any approved dwelling(s).

Reason: In the interests of reducing carbon dioxide emissions and to ensure that development does not give rise to unacceptable pollution (Cambridge Local Plan



2018, Policies 28, 35 and 36 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

15. No dwelling(s) shall be occupied until a water efficiency specification for each dwelling type, based on the Water Efficiency Calculator Methodology or the Fitting Approach set out in Part G of the Building Regulations 2010 (2015 edition) has been submitted to and approved in writing by the local planning authority. This shall demonstrate that all dwellings are able to achieve a design standard of water use of no more than 110 litres/person/day and the development shall be carried out in accordance with the agreed details.

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).

16. Prior to first occupation, each dwelling shall be fitted with a means for future occupiers to monitor / measure all of their own energy consumption (electric / water / gas) including the extent of the contribution made to energy consumption from on-site renewable energy sources. The fitted device(s) shall be retained and maintained thereafter.

Reason: In the interest of promoting sustainable development (Cambridge Local Plan 2018 policy 28)

17. No development hereby permitted shall be commenced until a surface water drainage scheme for the site, based on sustainable drainage principles and in accordance with Cambridgeshire District Council local plan policies 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 before the development is occupied and shall include:
- a) Details of the existing surface water drainage arrangements including runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;
  - b) Full results of the proposed drainage system modelling in the above-referenced 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 a schematic of how the system has been represented within the hydraulic model;
  - c) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;
  - d) A plan of the drained site area and which part of the proposed drainage system these will drain to;
  - e) Full details of the proposed attenuation and flow control measures;
  - f) Site Investigation and test results to confirm infiltration rates;

- g) 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;
- h) Full details of the maintenance/adoption of the surface water drainage system;
- i) Measures taken to prevent pollution of the receiving groundwater and/or surface water
- j) Formal agreement from a third party if discharging into their system is proposed, including confirmation (and evidence where appropriate) 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).

18. Details for the long term maintenance arrangements for the surface water drainage system (including all SuDS features) to be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any of the buildings hereby permitted. The submitted details should identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The maintenance plan shall be carried out in full thereafter.

Reason: To ensure the satisfactory maintenance of drainage systems that are not publicly adopted and to ensure appropriate surface water drainage and to prevent the increased risk of flooding. (Cambridge Local Plan 2018 policies 31 and 32).

19. 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. Formal agreement from a third party if discharging into their system is proposed, including confirmation (and evidence where appropriate) 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 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).

20. No development hereby permitted shall be commenced until mitigation measures against the risk of flooding from all sources has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that there is no increased flood risk on or off site(Cambridge Local Plan 2018 policies 31 and 32).

21. No development shall commence until a badger survey has been carried out within the site by a licensed ecologist. A report of the findings including a suitable mitigation strategy if required, should the above specified species be found, shall be submitted to and approved in writing by the Local Planning Authority. The development thereafter shall be carried out in accordance with the approved report.

Reason: To ensure that before any development commences important specified species are fully protected. (Cambridge Local Plan 2018 policy 57).

22. The proposed paved surfaces shall be constructed so that their falls and levels are such that no private water from the site drains across or onto the proposed adopted public highway in Austin Close or the existing adopted public highway along Addenbrookes Road. The use of permeable paving does not give the Highway Authority sufficient comfort that in future years water will not drain onto or across the adopted public highway and physical measures to prevent the same must be provided.

Reason: For the safe and effective operation of the highway in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018.

23. No serving of the site during the demolition or construction phases may be carried out from Addenbrookes Road.

Reason: In the interests of highway safety in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018.

24. No demolition or construction works shall commence on site until a contractor's parking plan has been submitted and agreed in writing with the Local Planning Authority. The aim of the plan should be to demonstrate how the developer will control and regulate on street motor vehicle parking for the contractors and sub-contractors undertaking the works.

Reason: In the interests of highway safety.

25. The car parking, hereby permitted, as shown on the Proposed Site Plan drawing no PL(90) 01 shall be provided and retained in perpetuity and not changed to any other use. The approved scheme shall thereafter be implemented and retained as such.

Reason In the interests of highway safety and parking provision in accordance with (Cambridge Local Plan 2018 policies 81 and 82).

26. No demolition/development shall commence until the applicant, or their agents or successors in title, has implemented a programme of archaeological work, commencing with the evaluation of the application area, that has been secured in accordance with a Written Scheme of Investigation (WSI) that has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no demolition/development shall take place other than under the provisions of the agreed WSI, which shall include:
- a. The statement of significance and research objectives;
  - b. The programme and methodology of investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;
  - c. The timetable for the field investigation as part of the development programme;
  - d. The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material and digital archives.

Reason: To ensure that before any development commences that an appropriate archaeological investigation of the site has been implemented before development commences. (Cambridge Local Plan 2018 policy 61).

27. Prior to occupation of the first dwelling, a BNG Plan setting out details of how biodiversity net gain will be delivered, including the purchase of 0.27 units at Lower Valley Farm, shall be submitted for approval in writing by the Local Planning Authority. The BNG Plan shall be implemented prior to occupation of the first dwelling in accordance with the approved details.

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

28. The bin and bike stores associated with the proposed development, including any planting associated with a green roof, shall be provided prior to first occupation in accordance with the approved plans and shall be retained thereafter. Any store with a flat or mono-pitch roof shall incorporate, unless otherwise agreed in writing by the local planning authority, a green roof planted / seeded with a predominant mix of wildflowers which shall contain no more than a maximum of 25% sedum planted on a sub-base being no less than 80 millimetres thick.

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

29. Notwithstanding the approved plans, the building hereby permitted, shall be constructed to meet the requirements of Part M4(2) 'accessible and adaptable dwellings' of the Building Regulations 2010 (as amended 2016).

Reason: To secure the provision of accessible housing (Cambridge Local Plan 2018 policy 51)

30. All vehicular parking spaces shall be provided with an electric vehicle charge point. The active charge points should have a minimum power rating output of 3.5kW. The electric vehicle charge points shall be installed prior to first occupation of the relevant dwelling and retained thereafter.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance with the National Planning Policy Framework (NPPF 2021) paragraphs 107, 112, 174 and 186, Policies 36 and 82 of the Cambridge Local Plan (2018) and Cambridge City Council's adopted Air Quality Action Plan (2018).

31. Notwithstanding the provisions of Schedule 2, Part 1, Classes A and E of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), the enlargement, improvement or other alteration of the dwelling house and the provision within the curtilage of the dwelling house(s) of any building or enclosure, swimming or other pool shall not be allowed without the granting of specific planning permission.

Reason: To protect the amenity of adjoining occupiers (Cambridge Local Plan 2018 policies 52, 55, and 57).

### **Informatives**

#### Highway Safety

1. The granting of a planning permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and that a separate permission must be sought from the Highway Authority for such works.

#### Air Source Heat Pump

2. To satisfy the plant noise insulation condition, the rating level (in accordance with BS4142:2014+A1:2019) from all plant, equipment and vents etc (collectively) associated with this application should be less than or equal to the existing background sound level (LA90) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

Tonal/impulsive sounds and other sound characteristics should be eliminated or at least considered in any assessment and should carry an additional correction (rating penalty) in accordance with BS4142:2014+A1:2019. This is to prevent unreasonable disturbance to other premises. This requirement applies both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 15 minute period).

It is recommended that the agent/applicant submits an acoustic prediction survey/report in accordance with the principles of BS4142:2014+A1:2019 "Methods for rating and assessing industrial and commercial sound" or similar, concerning the effects on amenity rather than likelihood for complaints. Noise levels shall be predicted at the application boundary having regard to neighbouring premises.

It is important to note that a full BS4142:2014+A1:2019 assessment is not required, only certain aspects to be incorporated into an acoustic assessment as described within this informative.

Such a survey / report should include: a large scale plan of the site in relation to neighbouring premises; sound sources and measurement / prediction points marked on plan; a list of noise sources; details of proposed noise sources / type of plant such as: number, location, sound power levels, frequency spectrums, directionality of plant, noise levels from duct intake or discharge points; details of noise mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full acoustic calculation procedures; noise levels at a representative sample of noise sensitive locations and hours of operation.

Any report shall include raw measurement data so that conclusions may be thoroughly evaluated and calculations checked.

#### Building Regulations - Parts O & F

3. In line with the transitional arrangements set out in the relevant approved documents, the Council expects the development hereby approved to meet the requirements of Parts O and F of Building Regulations. Where meeting these requirements results in any changes to the design of the proposals hereby approved, these amendments shall be submitted and approved by way of formal application to the local planning authority.

## Background Papers:

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

- Cambridge Local Plan 2018
- Cambridge Local Plan SPDs

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